

Bark Aurora
1865-1870
D1612



C. R. SHERMAN & CO.,

(SUCCESSORS TO J. KEHEW.)

NAVIGA

NO 49 NOE

NEW

Have fo

Nautical, Opti

INST

NAUTICAL BOOK

At Wholesale and R

CH

Of all Parts of th

AS IS REQ

NAVIGATIO

ALL

R



WILL RECEIVE THE PERSONAL ATTENTION OF

MR. SHERMAN.

CHAS. R. SHERMAN.



JAMES HANDLEY.

NEW BEDFORD

Free Public Library.



Number,

Access. No. 23481

PRESENTED BY

J. Swift + J. S. Allen

492 480

W



23481

Journal of a whaling voyage on board Bark
Amara Capt. James C. Averline Master sailed from
New Bedford 14th November 1865 - 31 men on board all
wield



Sea Account

Remarks on board Tuesday November 14th 1865

Commences with pleasant weather and light S W winds,
at 9.20 A.M. all hands on board, Charles Point Light House
bearing by compass W by S dist 34 mile took the anchor
and made all sail, and commenced beating out of the Bay
and so ends this day

Remarks Wednesday November 15th 1865

Commences with pleasant weather and light S W winds
all sail set beating out of the Bay, at 3.00 the Pilot left, fresh
winds from the westward at 4.15 steered a course S by E
at 6.00 Gay Head Light House bearing by compass
W by E dist by calculation 20 miles off, the latter part of the
day light winds all hands employed in fitting the boats for whaling
so ends this day

Leat by obe 39.30 North
Long " chro 70.00 West

Remarks Thursday November 16th 1865

Commences pleasant with light westerly winds all hands
employed in fitting the boats for whaling and putting chafing
gear on the rigging steering S by E at 4.00 steered S E by S
at 9 A.M. toward the starboard larboard and mist boats
the main boat got a blackfish and the larboard boat got
a confish employed on board in fitting boats for whaling
and so ends this day

Leat by obe 38.47 North
Long " chro 69.02 West

Bark Aurora of New Bedford from New Bedford towards the
Remarks on board Friday November 17th 1865

Commences with pleasant weather and light airs
from the S W all sail set chasing blackfish at 100
P.M. toward the larboard and starboard boats but
without success from 4 to 10 P.M. a calm at 10 P.M.
took a fresh breeze from the S E W steered by the wind
heading S E by E the latter part of the day all the light sails
hoisted but the main topgallant sail at 6 A.M. at anchor in
right steering to the seaward all hands employed in
coiling new lines and fitting the boats for whaling
and so ends this day

Lat. by obs 38.20 North
Long. 67.07 West

Remarks Saturday November 18th 1865

All these twenty four hours strong winds from the S E W
the ship under whisker courses jib and main topgallant sail
steering by the wind heading to the S E the latter part of
the day cloudy one brigg in company employed in
ordinary ships duty so ends

Lat 37.10 North
No Long

Remarks Sunday Nov 19th 1865

All this day strong winds from the S E W all sail set
steering by the wind heading to the S E so ends this day

Lat 36.10 North
Long 62.33 West

Remarks Monday Nov 20th 1865

This twenty four hours begins with pleasant weather
and strong winds from the S E W steering by the wind
S E at 10 P.M. took in topgallant sails and doubled
reefed the topsails at 7 A.M. set main topsails and
main topgallant sail the wind light the latter part
of the day all hands employed in all sorts of work
appertaining to ships duty one brigg in sight steering
to the westward so ends this day

Lat 34.15 North
Long 60.18 West

Equator, ^{Capt} James C. Averline Master 2

Remarks Tuesday Apr 21st 1865.

All these twenty four hours pleasant weather and fresh winds from the S S W all sail set by the wind heading to the S E all hands imployed in preparing the ship for whaling &c.

Lat ~~34~~ 34.00 North
Long 57.29 West

Remarks Wednesday Nov 22nd 1865

Commences with pleasant weather and fresh winds from the S S E all sail set by the wind heading to the eastward the middle part the ship heading E by N and strong winds S E by S the latter part threatening weather with squalls of drizzle all light sails furlled so ends imployed in ordinary ships duty

Lat 34.45 North
No Long

Remarks Thursday Nov 23rd 1865.

These twenty four hours begins with threatening weather and strong winds from the S E the ship by the wind heading to the E S E under topmasts courses and jib at 2.00 P.M. doubled reefed the foretopmast the wind veered to the S S W the middle part heavy squalls of rain at 6.00 P.M. set whole foretopmast and main topgallantmast the ship heading S E with a heavy head sea running imployed in ordinary ships duty so ends this day

Lat by obs 34.29 North
Long by obs 53.43 West

Remarks Friday Nov 24th 1864

This day begins with squally weather and strong winds from the S S W steering by the wind heading S E at 4 P.M. made all sail at 10.30 P.M. the wind veered to the S E steered S by E the middle and latter parts rainy very hard imployed in ordinary ships duty so ends this day

No obs

Bark Aurora of New Bedford Toured the Equator

Remarks Saturday Nov 25th 1865

This day commences with strong winds from the N. E. square S by E. by 2 P.M. the wind veered to the E. S. E. steered by the wind heading S all sail set the weather dark and rainy at 7.15 P.M. the wind veered suddenly to S. S. W. the ship heading S. E. the middle part equally all light sails furl the latter part the weather quite pleasant at 6 A.M. set main topgallant sail implead in ordinary ships duty scene nothing so ends the day

Lat by obs 31.56 North
Long " chro 50.50 West

Remarks Sunday Nov 26th 1865

Three twenty four hours begins with strong winds from the S. S. W. the ship under topsails courses jib and main topgallant sail by the wind heading to the S. E. the weather pleasant with squalls of drizzle at 10 P.M. the wind freshening took jib and braced the main topgallant sail at 2 P.M. doubled reefed the topsails the wind increased to a moderate gale with a heavy swell from the southward at sunrise the wind moderated and the sea fell set whole topsails and so ends this day the water implead in ordinary ships duty

Lat by obs 31.03 North
Long " chro 48.51 West

Remarks Monday Nov 27th 1865

This day begins with strong winds from the S. S. W. and pleasant weather the ship under topsails courses and jib by the wind heading to the S. E. the first and middle parts the water implead in ordinary ships duty the latter part all hands implead in breaking out water and trimming the ship by the stern the latter part squalls of rain with the wind moderate at 6 A.M. set main topgallant sail and so ends this day

Lat by obs 29.46 North
Long " chro 46.37 West

Capt James O Strelene Master

Reminds Tuesday Apr 28th 1865

At this day the weather was in a very disagreeable manner with a strong wind blowing S E the latter part of the day some several squalls all hands in flood in and ships work so ends this day

Leat by the 2^d 57 North
Long 44. 45 West

Reminds Wednesday Apr 29th 1865

Dear to begin with pleasant weather and fresh winds from the southward and at 10 the wind heading to the eastward the middle part of the day some rain light sails furl the latter part pleasant all night at 11 hands in flood in general ship work so ends

Leat 2^d 57 North
Long 44. 45 West

Reminds Thursday Apr 30th 1865

This day begins with fresh winds from the southward all day at 10 the wind heading to the eastward at 10 PM lashed, ship heading S E the middle part of the day some rain light sails furl the latter part in flood in general ship work the latter part in flood in general ship work so ends

Leat 28. 48 North
Long 42. 17 West

Reminds Friday Dec 1st 1865

At this day the weather was in a very disagreeable manner with a strong wind blowing from the E S E all day at 10 the wind heading to the southward the middle part of the day some rain light sails furl the latter part in flood in general ship work the latter part in flood in general ship work so ends

Leat 26. 17 North
Long 42. 11 West

Reminds Saturday Dec 2nd 1865

At this day the weather was in a very disagreeable manner with a strong wind blowing from the southward all day at 10 the wind heading to the southward the middle part of the day some rain light sails furl the latter part in flood in general ship work the latter part in flood in general ship work so ends

Leat 26. 17 North
Long 42. 11 West

Barb. (Lure of West) Baffed from in S. East

Remarks: Sunday Dec 1st 1883

Clear, calm, and warm, with pleasant weather
and strong wind from the S. East, but not so strong
during the middle part of the day. The latter part of
the day being very fine, and the S. East wind
improved in ordinary style till 4 P.M.
S. 20. 55 North
Long 46. 55 West

Remarks: Monday Dec 2nd 1883

At first the pleasant weather with fresh wind from the
S. East, but during the day the wind coming to the
west, and the weather improved in ordinary style till 4 P.M.
S. 20. 55 North
Long 46. 55 West

Remarks: Tuesday Dec 3rd 1883

Clear, calm, and warm, with pleasant weather and
a light wind from the S. East, but not so strong as
during the middle part of the day. The latter part of
the day being very fine, and the S. East wind
improved in ordinary style till 4 P.M.
S. 20. 55 North
Long 46. 55 West

Remarks: Wednesday Dec 4th 1883

Fine, dry, and clear, with light wind from the S. East, and
a light breeze during the middle part of the day. The
latter part of the day being very fine, and the S. East
wind improved in ordinary style till 4 P.M.
S. 20. 55 North
Long 46. 55 West

The General's Capt. James Butler to star

Friday, Thursday, Dec 1st 1863

Up to 10 p.m. with light air & rain to midnight all sail set
during the night, weather & wind very foggy, water
the middle part of the ship from the S.E. to the N.W. being
in the way of the ship, & the middle part of the ship being
up in the night, the middle part of the ship being
in general with the middle part of the ship

Lat 14. 28 North
Long 41. 30 West

Friday, Friday, Dec 2nd 1863

Up to 10 p.m. with light air & rain to midnight all sail set
during the night, weather & wind very foggy, water
the middle part of the ship from the S.E. to the N.W. being
in the way of the ship, & the middle part of the ship being
up in the night, the middle part of the ship being
in general with the middle part of the ship

Lat 13. 25 North
Long 40. 20 West

Friday, Saturday, Dec 3rd 1863

Up to 10 p.m. with light air & rain to midnight all sail set
during the night, weather & wind very foggy, water
the middle part of the ship from the S.E. to the N.W. being
in the way of the ship, & the middle part of the ship being
up in the night, the middle part of the ship being
in general with the middle part of the ship

Lat 11. 15 North
Long 37. 20 West

Friday, Sunday, Dec 4th 1863

Up to 10 p.m. with light air & rain to midnight all sail set
during the night, weather & wind very foggy, water
the middle part of the ship from the S.E. to the N.W. being
in the way of the ship, & the middle part of the ship being
up in the night, the middle part of the ship being
in general with the middle part of the ship

Lat 10. 33 North
Long 34. 40 West

Wednesday Dec 11th 1865

Monday Dec 10th 1865

This day begins with pleasant weather and fair wind from the E. & S. E. & S. W. The wind is at times strong and at others light. The rain is at times heavy and at others light. The wind is at times strong and at others light. The rain is at times heavy and at others light.

Monday Dec 12th 1865

This day begins with rainy weather and fair wind from the E. & S. E. & S. W. The wind is at times strong and at others light. The rain is at times heavy and at others light. The wind is at times strong and at others light. The rain is at times heavy and at others light.

Lat 34. 38 North

Long 34. 38 West

Monday Dec 13th 1865

This day begins with fair weather and fair wind from the E. & S. E. & S. W. The wind is at times strong and at others light. The rain is at times heavy and at others light. The wind is at times strong and at others light. The rain is at times heavy and at others light.

Lat 34. 22 North

Long 35. 31 West

Monday Dec 14th 1865

This day begins with fair weather and fair wind from the E. & S. E. & S. W. The wind is at times strong and at others light. The rain is at times heavy and at others light. The wind is at times strong and at others light. The rain is at times heavy and at others light.

Lat 34. 12 North

Long 34. 12 West

The Equator Sea 165 Capt James Martin Master
 Remedy Friday Dec 10 1845

The day began with a heavy fog and light rain from the morning till about 11 AM when the fog cleared away and the sun shone brightly. The wind was light and variable. The ship was under way for the Cape of Good Hope.

Remedy Saturday Dec 11 1845
 All day much rain and wind. The ship was under way for the Cape of Good Hope.

Remedy Sunday Dec 12 1845
 This day was a fine day with a light rain from the morning till about 11 AM when the rain cleared away and the sun shone brightly. The wind was light and variable. The ship was under way for the Cape of Good Hope.

Lat 61 10 North
 Long 32 46 West

Remedy Monday Dec 13 1845
 The day began with a heavy fog and light rain from the morning till about 11 AM when the fog cleared away and the sun shone brightly. The wind was light and variable. The ship was under way for the Cape of Good Hope.

Lat 61 10 North
 Long 32 46 West

Bark Anne of the Bedford from the Equator

Monday Dec 19th 1865

This morning with pleasant weather and light winds
 from the S.W. at 11 AM we set a light rain falling
 at 1 PM the rain ceased but at 4 PM it began again
 at 8 PM it ceased raining and a calm
 set in. At 11 AM we found the wind
 from the S.W. and the breeze in right steering
 to the southward all hands employed in general
 ship work the day ends with the sun secure
 at 4 PM

Tuesday Dec 20th 1865

This day begins with calm weather and light winds
 from the S.W. at 11 AM we set a light rain falling
 at 1 PM the rain ceased but at 4 PM it began again
 at 8 PM it ceased raining and a calm
 set in. At 11 AM we found the wind
 from the S.W. and the breeze in right steering
 to the southward all hands employed in general
 ship work the day ends with the sun secure
 at 4 PM

Wednesday Dec 21st 1865

This day pleasant weather and light easterly winds
 all suit set steering to the southward all hands employed
 in general ship work the day ends with the sun secure
 at 4 PM

Thursday Dec 22nd 1865

This day pleasant weather and light easterly winds
 all suit set steering to the southward all hands employed
 in general ship work the day ends with the sun secure
 at 4 PM

Leat 45 42 South
 Long 38 10 West

Bank, leaving Mr. Burges to see the Counter

[illegible]

Penn's Friday Dec 27th 1860
 The day fine & clear. A gentle wind from
 north by east at 10 AM it rose to 25° N
 where they kept it until 1 PM when it
 fell in ordinary rips by winds in day.
 Temp. 22° S South
 Long. 24° W

July 10. 1891. 1891.
This day foggy with squally weather and several squalls
from the NW all day. At 10 AM. I went to the
Hwy. or Cape Erie to ascertain the error of Chronometer
at Cape Erie in sight bearing 11 1/2 miles and
12 miles the water part of the barometer right from the
eastward at 12 noon the light bearing 11 1/2
8 miles the water in fog in or there right from
right in sight standing to the small vessel in the
du

Second (last) Sunday Sept 1st 1866

Remains Sunday Sept 1st 1866

Remains Sunday Sept 1st 1866
This day our course again with light air in forenoon & at 8
o'clock a strong S. to S.W. wind ships in sight at 10 P.M.
we found a number of vessels in a small bay on the
point of the island of the wind blowing E.S.E. the water
fairly hazy in A.M. & P.M. but the wind fresh
wind fresh in A.M. & P.M. the water fair
and the water deep and muddy the watch implect in
the day Sept 1st 1866

Remains Sunday Sept 1st 1866

Remains Sunday Sept 1st 1866
This day a strong weather and fresh wind
from the south and all sail set the wind heading E.S.E. at 10 P.M.
the wind fresh in A.M. & P.M. the water fair
and the water deep and muddy the watch implect in
the day Sept 1st 1866

Remains Sunday Sept 1st 1866

Remains Sunday Sept 1st 1866
This day light air in A.M. & P.M. sail set in A.M. & P.M.
and the weather clear and steady the water
fair in A.M. & P.M. the watch implect in
the day Sept 1st 1866

Remains Monday Jan 3rd 1866

Remains Monday Jan 3rd 1866
All this day light air in A.M. & P.M. sail set in A.M. & P.M.
the weather very fine in A.M. & P.M. the watch implect in
ships but several vessels in sight in A.M. & P.M.
Lat 23 33 South
Long 126 00 West

Remains Monday Jan 3rd 1866

Remains Monday Jan 3rd 1866
This day light air in A.M. & P.M. sail set in A.M. & P.M.
the weather very fine in A.M. & P.M. the watch implect in
ships but several vessels in sight in A.M. & P.M.
Lat 27 00 South
Long 126 30 West

Book owned by L. K. ... and ...

Thursday April 10th. In the morning the wind was light and the wind reading at 10.30 was 1.5. The wind increased after 4 P.M. to 4.0 and the temperature moderated and the wind was light. Several vessels were involved in ordinary ship work so ends.

1 + 27.00 Smith
58 72.4

Remarks, Saturday, June 10th 1866

At this day pleasant weather in beach winds from the E & S by 10 o'clock in the morning a heavy shower of rain fell over the main royal yard it was enjoyed in the evening the most interesting in ordinary & is buty seeds for by

Sept 30 5 30 AM

is Sunday Jan 1st 66

[illegible]

10 + 5.32 25.17
100 50.17 25.17

Remains Henry, Jan 10 1866

[illegible]

1st 35.00
 2nd 37.24

Cape Horn Jan 10th Capt James Lawrence Austin

Remarks Tuesday Jan 10th 1866

The day pleasant weather the first part of morning from
the north, the sail was blowing S. E. by N. with hard
wind from N. E. and light. The latter part of day breeze
from N. by E. in sight the latter part of evening
the watch was put in ordinary ship duty & anchors
Sailed 38.00 South
Long 52.00 West

Remarks Wednesday Jan 11th 1866

This day again the pleasant weather and fresh winds from the
N. E. the sail was blowing S. E. by N. with hard
wind from N. E. and light. The latter part of day breeze
from N. by E. in sight the latter part of evening
the watch was put in ordinary ship duty & anchors
Sailed 31.50 South
Long 54.45 West

Remarks Thursday Jan 12th 1866

This day again the pleasant weather and fresh winds from the northward all sail
set and the sail was blowing S. E. by N. with hard
wind from N. E. and light. The latter part of day breeze
from N. by E. in sight the latter part of evening
the watch was put in ordinary ship duty & anchors
Sailed 46.32 South
Long 58.20 West

Remarks Friday Jan 13th 1866

This day again the pleasant weather and fresh winds from the northward all sail
set and the sail was blowing S. E. by N. with hard
wind from N. E. and light. The latter part of day breeze
from N. by E. in sight the latter part of evening
the watch was put in ordinary ship duty & anchors
Sailed 46.32 South
Long 58.20 West

Cape Horn Jan 16th Capt James A. Houston Master

Runners Thursday Jan 15th 1861

Windy, squally, pleasant weather and moderate winds from the N. N. W. the ship under full sail, sails were set, 1/2 by the wind sailing S. & E. P. to make all sail for wind, left from the M. H. steering E. & S. the middle part of the day, when the ship was S. & E. between the land & sailing, wind S. by S. & S. by E. & S. by E. in an effort to sail toward west, but without success, the rest of the day steering S. & E. & sailing along the land end of meridian we was off Finer Gallies and made the watch in fact in ordinary ships duty so much

Lat 51. 38 South
Long 68. 17 West

Runners Friday Jan 17th 1861

Is by squally, pleasant weather and strong wind from the N. N. W. sailing S. & E. the middle part of the day, when the ship was S. & E. P. to make all sail for wind, left from the M. H. steering E. & S. the middle part of the day, when the ship was S. & E. between the land & sailing, wind S. by S. & S. by E. & S. by E. in an effort to sail toward west, but without success, the rest of the day steering S. & E. & sailing along the land end of meridian we was off Finer Gallies and made the watch in fact in ordinary ships duty so much

Lat 51. 34 South

Long 68. 33 West

Runners Saturday Jan 20th 1861

Windy, squally, pleasant weather and strong wind from the N. N. W. sailing S. & E. the middle part of the day, when the ship was S. & E. P. to make all sail for wind, left from the M. H. steering E. & S. the middle part of the day, when the ship was S. & E. between the land & sailing, wind S. by S. & S. by E. & S. by E. in an effort to sail toward west, but without success, the rest of the day steering S. & E. & sailing along the land end of meridian we was off Finer Gallies and made the watch in fact in ordinary ships duty so much

Back Home of White Bay from the 'Quarter' (1866)
 of nearly 50 years ago. 1866
 I have been in the same place and in the same place for 100 years.

7 miles S. of J. 20. 1866

[illegible]

Received of the Treasurer of the
University of California, \$22.10

[illegible]

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

[illegible]

1. 5/10

Dr. May 7. 50 Pm.

Capt H. M. Fay 1866 Capt James H. Mason Master

Remarks Wednesday Jan 24th 1866

This day being with strong gale from the NW the ship under way
 with all sails set and the vessel was running under way
 the sail on foremast took heading. At 5 PM the ship was
 at the same place where by the ship going to the north and the boat going
 in water the mill and the miller the ship was and the boat
 was at the place where the ship was and the boat was at the place
 at 6 PM the ship was at the place and the boat was at the place
 and the ship was at the place and the boat was at the place
 at 7 PM the ship was at the place and the boat was at the place

Lat 44.25 S Long 67.45 W

Remarks Thursday Jan 25th 1866

This day being with the same wind and the ship was running
 the ship was at the place and the boat was at the place
 at 1 PM the ship was at the place and the boat was at the place
 at 2 PM the ship was at the place and the boat was at the place
 at 3 PM the ship was at the place and the boat was at the place
 at 4 PM the ship was at the place and the boat was at the place
 at 5 PM the ship was at the place and the boat was at the place
 at 6 PM the ship was at the place and the boat was at the place
 at 7 PM the ship was at the place and the boat was at the place

Lat 45.42 S Long 68.01 W

Remarks Friday Jan 26th 1866

This day being with the same wind from the SSW the ship was
 at the place and the boat was at the place
 at 1 PM the ship was at the place and the boat was at the place
 at 2 PM the ship was at the place and the boat was at the place
 at 3 PM the ship was at the place and the boat was at the place
 at 4 PM the ship was at the place and the boat was at the place
 at 5 PM the ship was at the place and the boat was at the place
 at 6 PM the ship was at the place and the boat was at the place
 at 7 PM the ship was at the place and the boat was at the place

Lat 45.55 S Long 68.45 W

1 + 1/3 = 1 1/3

[illegible]

from a head 5000 ft, I took a E. & 2 P. M. steam
boat to meet the mail & quite a number of others. The
time arriving at 4 P. M. we were ship out at 6 P. M.
and did not see the mail ship. The night the mail
ship started for the Port of 1 P. M. and at 10 P. M.
the Steamer about 100 miles off the coast.

Book House of New York at 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 16

6000 Howard H. Parks 2-18

1800

[illegible]

(...) Friday Aug 10

This is a "bushy" type of plant, growing in dry, open
or on the edge of a forest, in the open places, 3 to 4
feet high, with a 6 to 8 inch diameter.

Remedy, 1. Pring, Feb 1st '00

It is by a small stream in the garden, and implied
getting water and sitting on lawn, that is:

January, 1866

Remains, June 1841

Feb 1866 Capt James Harrison Master

Remedy Sunday Feb 12 1866

Left for by pleasant weather and light breeze from S by E. Arrived at 11 AM and found the ship in good order. The crew were all well and the cargo was secure.

Remedy Monday Feb 13 1866

Left by pleasant weather and light breeze from S by E. Arrived at 11 AM and found the ship in good order. The crew were all well and the cargo was secure.

Remedy Tuesday Feb 14 1866

Left by pleasant weather and light breeze from S by E. Arrived at 11 AM and found the ship in good order. The crew were all well and the cargo was secure. Arrived at 11 AM and found the ship in good order. The crew were all well and the cargo was secure.

Remedy Friday Feb 17 1866

Left by pleasant weather and light breeze from S by E. Arrived at 11 AM and found the ship in good order. The crew were all well and the cargo was secure. Arrived at 11 AM and found the ship in good order. The crew were all well and the cargo was secure.

Remedy Saturday Feb 18 1866

Left by pleasant weather and light breeze from S by E. Arrived at 11 AM and found the ship in good order. The crew were all well and the cargo was secure. Arrived at 11 AM and found the ship in good order. The crew were all well and the cargo was secure. Arrived at 11 AM and found the ship in good order. The crew were all well and the cargo was secure.

Remedy Sunday Feb 19 1866

Left by pleasant weather and no wind the ship was in the harbor. The crew were all well and the cargo was secure. Arrived at 11 AM and found the ship in good order. The crew were all well and the cargo was secure. Arrived at 11 AM and found the ship in good order. The crew were all well and the cargo was secure.

Master

Remarks Healthy 1 - 24 - 1866

At this place the water and strong current runs to S. E.
all sail set, course W. by N. E. S. by the line of buoyage
in sight bearing by compass W. by N. 1/2 N. 1/2 E. 1/2 S. 1/2 E.
implied in ordinary ships but, seen

Long 86.34 71.61

K. mar. Frilz, T. 623, 1866

At this place we met the river rough winds from the S.E.
all soil red & mixed S^t by N^w. The water implied in opening
the present records this day.

Leaf 3650 1125
Long 43.13

[illegible][illegible]

1. Laid 16.08 5. 11. 18
 1. May 27. 20 10. 11. 18

Remarks Dunder, Feb 23rd 1866

Land 28.53) nit.
ing 85.50 West

January 20th 1887

For the repair of the same, the following amounts were paid:

Lat 27. 13 South
Long 87. 12 West

Dear Friend of the Report on St. Charles Trib.

Remains Tuesday Feb 21st 1866

This day, wind weather and rough seas from S & E with rain. At 11 AM the ship left the harbor. The match improved in firing. The ball hit the target, and the crew were in the position to shoot.

Lat 44.55 South
Long 75.15 West

Remains Tuesday Feb 22nd 1866

This day, wind weather and rough seas from S & E with rain. At 11 AM the ship left the harbor. The match improved in firing. The ball hit the target, and the crew were in the position to shoot.

Lat 23.40 South
Long 75.35 West

Remains Tuesday Feb 23rd 1866

This day, wind weather and rough seas from S & E with rain. At 11 AM the ship left the harbor. The match improved in firing. The ball hit the target, and the crew were in the position to shoot.

Lat 21.65 South
Long 76.25 West

Remains Friday March 2nd 1866

This day, wind weather and rough seas from S & E with rain. At 11 AM the ship left the harbor. The match improved in firing. The ball hit the target, and the crew were in the position to shoot.

Lat 17.55 South
Long 76.40 West

Remains Saturday March 3rd 1866

This day, wind weather and rough seas from S & E with rain. At 11 AM the ship left the harbor. The match improved in firing. The ball hit the target, and the crew were in the position to shoot.

Lat 17.46 South
Long 76.35 West

Remains Sunday March 4th 1866

This day, wind weather and rough seas from S & E with rain. At 11 AM the ship left the harbor. The match improved in firing. The ball hit the target, and the crew were in the position to shoot.

Lat 15.15 South
Long 76.35 West

Remarks Monday March 12th 1866

Remains Sunday March 11th 1866

This day again with pleasant weather and a breeze from the S. S. E. with a light wind from the middle part of the day. The match impaired in ordinary ships duty and so on. This day course steamed to until 4 P. M. then steered to be S. of the rest of the day.
S. 4. 27 South
Long 118. 55 West

Remarks Tuesday March 13th 1866

This day pleasant weather with a breeze from the S. E. and remarks of rain. The wind about S. S. E. the match impaired in ordinary ships duty and so on. This day course steamed to until 4 P. M. then steered to be S. of the rest of the day.
S. 4. 34 South
Long 116. 56 West

Remarks Wednesday March 14th 1866

This day pleasant weather with a breeze from the S. E. and remarks of rain. The wind about S. S. E. the match impaired in ordinary ships duty and so on. This day course steamed to until 4 P. M. then steered to be S. of the rest of the day.
S. 4. 41 South
Long 116. 20 West

Remarks Thursday March 15th 1866

This day again with pleasant weather and a breeze from the S. S. E. with a light wind from the middle part of the day. The match impaired in ordinary ships duty and so on. This day course steamed to until 4 P. M. then steered to be S. of the rest of the day.
S. 4. 44 South
Long 116. 45 West

Remarks Friday March 16th 1866

This day again with pleasant weather and a breeze from the S. S. E. with a light wind from the middle part of the day. The match impaired in ordinary ships duty and so on. This day course steamed to until 4 P. M. then steered to be S. of the rest of the day.
S. 4. 33 South
Long 116. 45 West

Remarks Saturday March 17th 1866

This day again with pleasant weather and a breeze from the S. S. E. with a light wind from the middle part of the day. The match impaired in ordinary ships duty and so on. This day course steamed to until 4 P. M. then steered to be S. of the rest of the day.
S. 4. 33 South
Long 118. 45 West

house

[illegible]

is dull pleasant weather with light winds from the
E. and at 4 o'clock A.M. the latter part of the day the weather
is bright in weather but no interesting clouds

Sept. 10. 1868

Temp. 121. 52

South West

Long 123: 46 West

543 This is a good example of a right hand from the N.E.
 of the same course but the watch is not in position
 the fish was in the
 Length 125 36 Weight 11 1/2

2nd. The 22nd Nov. 1868
 3rd. The 23rd Nov. 1868
 4th. The 24th Nov. 1868
 5th. The 25th Nov. 1868
 6th. The 26th Nov. 1868
 7th. The 27th Nov. 1868
 8th. The 28th Nov. 1868
 9th. The 29th Nov. 1868
 10th. The 30th Nov. 1868
 11th. The 1st Dec. 1868
 12th. The 2nd Dec. 1868
 13th. The 3rd Dec. 1868
 14th. The 4th Dec. 1868
 15th. The 5th Dec. 1868
 16th. The 6th Dec. 1868
 17th. The 7th Dec. 1868
 18th. The 8th Dec. 1868
 19th. The 9th Dec. 1868
 20th. The 10th Dec. 1868
 21st. The 11th Dec. 1868
 22nd. The 12th Dec. 1868
 23rd. The 13th Dec. 1868
 24th. The 14th Dec. 1868
 25th. The 15th Dec. 1868
 26th. The 16th Dec. 1868
 27th. The 17th Dec. 1868
 28th. The 18th Dec. 1868
 29th. The 19th Dec. 1868
 30th. The 20th Dec. 1868
 31st. The 21st Dec. 1868
 32nd. The 22nd Dec. 1868
 33rd. The 23rd Dec. 1868
 34th. The 24th Dec. 1868
 35th. The 25th Dec. 1868
 36th. The 26th Dec. 1868
 37th. The 27th Dec. 1868
 38th. The 28th Dec. 1868
 39th. The 29th Dec. 1868
 40th. The 30th Dec. 1868
 41st. The 31st Dec. 1868
 42nd. The 1st Jan. 1869
 43rd. The 2nd Jan. 1869
 44th. The 3rd Jan. 1869
 45th. The 4th Jan. 1869
 46th. The 5th Jan. 1869
 47th. The 6th Jan. 1869
 48th. The 7th Jan. 1869
 49th. The 8th Jan. 1869
 50th. The 9th Jan. 1869
 51st. The 10th Jan. 1869
 52nd. The 11th Jan. 1869
 53rd. The 12th Jan. 1869
 54th. The 13th Jan. 1869
 55th. The 14th Jan. 1869
 56th. The 15th Jan. 1869
 57th. The 16th Jan. 1869
 58th. The 17th Jan. 1869
 59th. The 18th Jan. 1869
 60th. The 19th Jan. 1869
 61st. The 20th Jan. 1869
 62nd. The 21st Jan. 1869
 63rd. The 22nd Jan. 1869
 64th. The 23rd Jan. 1869
 65th. The 24th Jan. 1869
 66th. The 25th Jan. 1869
 67th. The 26th Jan. 1869
 68th. The 27th Jan. 1869
 69th. The 28th Jan. 1869
 70th. The 29th Jan. 1869
 71st. The 30th Jan. 1869
 72nd. The 31st Jan. 1869
 73rd. The 1st Feb. 1869
 74th. The 2nd Feb. 1869
 75th. The 3rd Feb. 1869
 76th. The 4th Feb. 1869
 77th. The 5th Feb. 1869
 78th. The 6th Feb. 1869
 79th. The 7th Feb. 1869
 80th. The 8th Feb. 1869
 81st. The 9th Feb. 1869
 82nd. The 10th Feb. 1869
 83rd. The 11th Feb. 1869
 84th. The 12th Feb. 1869
 85th. The 13th Feb. 1869
 86th. The 14th Feb. 1869
 87th. The 15th Feb. 1869
 88th. The 16th Feb. 1869
 89th. The 17th Feb. 1869
 90th. The 18th Feb. 1869
 91st. The 19th Feb. 1869
 92nd. The 20th Feb. 1869
 93rd. The 21st Feb. 1869
 94th. The 22nd Feb. 1869
 95th. The 23rd Feb. 1869
 96th. The 24th Feb. 1869
 97th. The 25th Feb. 1869
 98th. The 26th Feb. 1869
 99th. The 27th Feb. 1869
 100th. The 28th Feb. 1869
 101st. The 29th Feb. 1869
 102nd. The 30th Feb. 1869
 103rd. The 31st Feb. 1869
 104th. The 1st Mar. 1869
 105th. The 2nd Mar. 1869
 106th. The 3rd Mar. 1869
 107th. The 4th Mar. 1869
 108th. The 5th Mar. 1869
 109th. The 6th Mar. 1869
 110th. The 7th Mar. 1869
 111th. The 8th Mar. 1869
 112th. The 9th Mar. 1869
 113th. The 10th Mar. 1869
 114th. The 11th Mar. 1869
 115th. The 12th Mar. 1869
 116th. The 13th Mar. 1869
 117th. The 14th Mar. 1869
 118th. The 15th Mar. 1869
 119th. The 16th Mar. 1869
 120th. The 17th Mar. 1869
 121st. The 18th Mar. 1869
 122nd. The 19th Mar. 1869
 123rd. The 20th Mar. 1869
 124th. The 21st Mar. 1869
 125th. The 22nd Mar. 1869
 126th. The 23rd Mar. 1869
 127th. The 24th Mar. 1869
 128th. The 25th Mar. 1869
 129th. The 26th Mar. 1869
 130th. The 27th Mar. 1869
 131st. The 28th Mar. 1869
 132nd. The 29th Mar. 1869
 133rd. The 30th Mar. 1869
 134th. The 31st Mar. 1869
 135th. The 1st Apr. 1869
 136th. The 2nd Apr. 1869
 137th. The 3rd Apr. 1869
 138th. The 4th Apr. 1869
 139th. The 5th Apr. 1869
 140th. The 6th Apr. 1869
 141st. The 7th Apr. 1869
 142nd. The 8th Apr. 1869
 143rd. The 9th Apr. 1869
 144th. The 10th Apr. 1869
 145th. The 11th Apr. 1869
 146th. The 12th Apr. 1869
 147th. The 13th Apr. 1869
 148th. The 14th Apr. 1869
 149th. The 15th Apr. 1869
 150th. The 16th Apr. 1869
 151st. The 17th Apr. 1869
 152nd. The 18th Apr. 1869
 153rd. The 19th Apr. 1869
 154th. The 20th Apr. 1869
 155th. The 21st Apr. 1869
 156th. The 22nd Apr. 1869
 157th. The 23rd Apr. 1869
 158th. The 24th Apr. 1869
 159th. The 25th Apr. 1869
 160th. The 26th Apr. 1869
 161st. The 27th Apr. 1869
 162nd. The 28th Apr. 1869
 163rd. The 29th Apr. 1869
 164th. The 30th Apr. 1869
 165th. The 31st Apr. 1869
 166th. The 1st May 1869
 167th. The 2nd May 1869
 168th. The 3rd May 1869
 169th. The 4th May 1869
 170th. The 5th May 1869
 171st. The 6th May 1869
 172nd. The 7th May 1869
 173rd. The 8th May 1869
 174th. The 9th May 1869
 175th. The 10th May 1869
 176th. The 11th May 1869
 177th. The 12th May 1869
 178th. The 13th May 1869
 179th. The 14th May 1869
 180th. The 15th May 1869
 181st. The 16th May 1869
 182nd. The 17th May 1869
 183rd. The 18th May 1869
 184th. The 19th May 1869
 185th. The 20th May 1869
 186th. The 21st May 1869
 187th. The 22nd May 1869
 188th. The 23rd May 1869
 189th. The 24th May 1869
 190th. The 25th May 1869
 191st. The 26th May 1869
 192nd. The 27th May 1869
 193rd. The 28th May 1869
 194th. The 29th May 1869
 195th. The 30th May 1869
 196th. The 31st May 1

Barr Harbor (Mr. Robert From St. Louis

Remarks Friday March 23rd 1866

This day begins with a storm - the wind is from the ESE the middle in the afternoon winds from the NNE and course that is imperfect in afternoon the ship finished and went out at 4 o'clock - the wind is from the NNE at 4 o'clock the ship is at 133.34 North

Remarks Saturday March 24th 1866

This day pleasant weather with strong wind from the NNE and course that is imperfect in afternoon the ship is at 133.20 North

Remarks Sunday March 25th 1866

This day pleasant weather with strong wind from the NNE and course that is imperfect in afternoon the ship is at 133.25 North

Remarks Monday March 26th 1866

This day begins with a storm - the wind is from the NNE and course that is imperfect in afternoon the ship is at 133.25 North

Remarks Tuesday March 27th 1866

This day begins with a storm - the wind is from the NNE and course that is imperfect in afternoon the ship is at 133.25 North

Remarks Wednesday March 28th 1866

This day pleasant weather with strong wind from the NNE and course that is imperfect in afternoon the ship is at 133.23 North

[illegible]

Monday, Sunday April 1st 1884
It begins with pleasant weather and strong SE
wind all day and runs till night the first part of the day all
day is employed in rowing which at 5.30 PM. is done by the
H. mail leaving S. by the steamer for a distance of
fifty miles the latter part of the day is employed in rowing
the steamer and getting the engines off the floor at 12.15 PM. the
steamer is about four miles leaving
S. by the steamer for a distance of

Barb. Moore of New York at the Hawaiian Islands

Hawaii, 1841. Civil account

Remains April 1st till

Spent the day in pleasant weather and fresh winds
from the N. W. at 5 o'clock we went to the N. E. point of the
island of Hawaii bearing N. by E. to the point
of the N. E. point of the island at 12 P. M. we
went in the harbor of Honolulu with the vessel
and at 1 P. M. we went to the N. E. point of the island
at 2 P. M. we went to the N. E. point of the island

Remains Monday April 2nd till

The day was spent in a pleasant weather and fresh winds
from the N. W. at 5 o'clock we went to the N. E. point of the
island of Hawaii bearing N. by E. to the point
of the N. E. point of the island at 12 P. M. we
went in the harbor of Honolulu with the vessel
and at 1 P. M. we went to the N. E. point of the island
at 2 P. M. we went to the N. E. point of the island

Remains Tuesday April 3rd till

The day was spent in a pleasant weather with light easterly winds
from the N. W. at 5 o'clock we went to the N. E. point of the
island of Hawaii bearing N. by E. to the point
of the N. E. point of the island at 12 P. M. we
went in the harbor of Honolulu with the vessel
and at 1 P. M. we went to the N. E. point of the island
at 2 P. M. we went to the N. E. point of the island

Remains Wednesday April 4th till

The day was spent in a pleasant weather and fresh winds
from the N. W. at 5 o'clock we went to the N. E. point of the
island of Hawaii bearing N. by E. to the point
of the N. E. point of the island at 12 P. M. we
went in the harbor of Honolulu with the vessel
and at 1 P. M. we went to the N. E. point of the island
at 2 P. M. we went to the N. E. point of the island

Book of Honor of the B. of A. & T. Society

Remarks, Monday April 9th 1866

All this day pleasant weather light breeze in the morning
in the afternoon getting cooler and freshening ship finished at
6.30 P.M. the steward & deck crew in the fore for the
night & breakfast

Remarks, Tuesday April 10th 1866

This day pleasant weather with light variable winds in the
impulse increasing up the deck and getting fresh
ready for sea at 6.30 P.M. took the anchor and
made sail with light breeze off the land started off
shore and proceeded the day

Remarks, Wednesday April 11th 1866

This day pleasant weather in the morning and in the afternoon
with light breeze in the morning and in the afternoon
at 6.30 P.M. took the anchor and made sail with light breeze
off the land started off shore and proceeded the day

Remarks, Thursday April 12th 1866

This day pleasant weather in the morning and in the afternoon
with light breeze in the morning and in the afternoon
at 6.30 P.M. took the anchor and made sail with light breeze
off the land started off shore and proceeded the day

Remarks, Friday April 13th 1866

This day pleasant weather in the morning and in the afternoon
with light breeze in the morning and in the afternoon
at 6.30 P.M. took the anchor and made sail with light breeze
off the land started off shore and proceeded the day

Remarks, Saturday April 14th 1866

This day pleasant weather in the morning and in the afternoon
with light breeze in the morning and in the afternoon
at 6.30 P.M. took the anchor and made sail with light breeze
off the land started off shore and proceeded the day

Sailed to April 1866 Capt. J. M. ...

Remains Monday April 16th 1866

All this day strong S & E winds the ship under a light breeze ...

Remains Tuesday April 17th 1866

This day ... pleasant weather and S & E winds strong ...

See Account

Remains Wednesday April 18th 1866

This day ... strong S & E winds ...

Remains Thursday April 19th 1866

All this day pleasant weather ...

Remains Friday April 20th 1866

All this day ... pleasant weather ...

Remarks # 142 till 11 April 1866 1/2 point from harbor

Remarks Tuesday April 26th 1866

This day light winds from S. E. and
course with impleid in general ships north ends
this day
Leat 27. 35 North
Long 179. 37 East

Remarks Friday April 27th 1866

This day our heavy light winds from the S. E. all sail set
course with the middle and the middle and
the middle impleid in general ships north
this day
Leat 30. 25 North
Long 178. 02 East

Remarks Saturday April 28th 1866

This day light winds from the S. E. all sail set course with the middle and
the middle impleid in general ships north
this day

Remarks Sunday April 29th 1866

This day light winds from the S. E. all sail set course with the middle and
the middle impleid in general ships north
this day

Remarks Monday April 30th 1866

This day light winds from the S. E. all sail set course with the middle and
the middle impleid in general ships north
this day
Leat 34. 31 North
Long 178. 02 East

Ben Hurst of the B of W m & I were there
 Remains buried in the
 (1) 1840-1841 with bones & water in it & into

[illegible]

1. Pleasant weather with light easterly winds
 all day. Therm. 41° - 46°. Wind 11. It is
 raining in the last 2 hours. Bar 36.40 - 40.40
 Long 177.00 East

... pleasant temperature with light breeze
... it in
... 136.40 ...
... 177.99 ...

This day I was out early
and went to the river
to see the water
in the rapids. The
water was very low
and the rocks were
very dry.

January 5, Friday May 1860
It is by springing the water and fresh winds
from the East, which is the cause of the
middle and upper parts of a river, some of the
highest of the middle and lower parts of the
river.

It is by dipping into the warm and fresh winds
from the Gulf of Mexico, where the warm air
middle and upper parts of a rain cloud are
brought to the surface and condensed into rain
drops.

The first and middle portions of the
 the and is made from the East Hill coal escape
 at 11 ft. the first floor is a large room, the back
 of the ship in sight, looking to the river and the
 and the ship is in a line with the river.

the first and middle parts - is to be
the only one, which from the East Ball rail square
at 111 - the first floor - is a room - which
is a room, in sight, looking to the river and the
and the first is in a room, which is a room.

Sept 12. 31. 1876
176. 16. 1876

Remedy to the tide coming in 1866 Capt James Smith

Remedy Sunday May 1 1866
The first half of the night passed in the day the wind was from the N. W. and the tide was in. The wind was from the N. W. and the tide was in. The wind was from the N. W. and the tide was in.

Remedy Monday May 2 1866
The first half of the night passed in the day the wind was from the N. W. and the tide was in. The wind was from the N. W. and the tide was in. The wind was from the N. W. and the tide was in.

Remedy Tuesday May 3 1866
All this day the wind was from the N. W. and the tide was in. The wind was from the N. W. and the tide was in. The wind was from the N. W. and the tide was in.

Remedy Wednesday May 4 1866
This day begins with dark gloomy weather and heavy winds from the N. W. The tide was in. The wind was from the N. W. and the tide was in. The wind was from the N. W. and the tide was in.

Remedy Thursday May 5 1866
This day begins with dark gloomy weather and light winds from the N. W. The tide was in. The wind was from the N. W. and the tide was in. The wind was from the N. W. and the tide was in.

| | |
|--------|-------|
| 48.32 | Short |
| 177.26 | Long |

Dear Anne of New Bedford from the Sandwich Islands

Remains Friday May 11. 1866

This morning with quite a heavy shower and light
winds, 2 m. to the N. E. & a fair day, wind backing
- - N. W. the middle part of some of the part light
winds at first, but the shower last and ended
a fine grand piece. it did not get far from
when it had it ends so ends this day. 18th

Remont, Belaruss May 12th 1866

[illegible]

Leaf 41. 55. A. H.
Long 176. 4. East

Remains Sunday May 13th 1866

This month our voyage begins with quite a heavy fog and light winds from the N.W. If it will get any more relaxing, we will have a small boat to go to the ship's head, to the northward and so it will be again to the N.W. 1/2 mile from the ship with a small amount of powder for the battery and a few pieces of iron for the ship's head, N.W. 1/2 mile from the ship in a very small boat. We will have a small boat to go to the ship's head, to the northward and so it will be again to the N.W. 1/2 mile from the ship with a small amount of powder for the battery and a few pieces of iron for the ship's head, N.W. 1/2 mile from the ship in a very small boat.

Leaf 50. 41 117. 4
ny 111. 4 117. 4

Remains, *Hydrobia ulva*, 1866

[illegible]

Lat. 53. 41 27 N
Long 177. 18 East

Barthomew's Bay, 17th 1861
This day being the 17th of May, wind from the N.E. and
light breeze, water in the river very low, the
flood and ebb runs in the morning at 11 and 5 P.M.,
the ship is standing out to E.S. at 5 P.M.,
sailing in at 6 P.M. and standing out to S.E. at 2 A.M.
and again in again at 10 A.M. and out at 6 P.M. in the
the latter part of the day, the ship is in sight
and with the ship in sight at 10 P.M.

Kennedy Bay, May 20th 1861
This day being the 20th of May, wind from the N.E. and
light breeze, water in the river very low, the
flood and ebb runs in the morning at 11 and 5 P.M.,
the ship is standing out to E.S. at 5 P.M.,
sailing in at 6 P.M. and standing out to S.E. at 2 A.M.
and again in again at 10 A.M. and out at 6 P.M. in the
the latter part of the day, the ship is in sight
and with the ship in sight at 10 P.M.

Kennedy Bay, May 21st 1861
This day being the 21st of May, wind from the N.E. and
light breeze, water in the river very low, the
flood and ebb runs in the morning at 11 and 5 P.M.,
the ship is standing out to E.S. at 5 P.M.,
sailing in at 6 P.M. and standing out to S.E. at 2 A.M.
and again in again at 10 A.M. and out at 6 P.M. in the
the latter part of the day, the ship is in sight
and with the ship in sight at 10 P.M.

Kennedy Bay, May 22nd 1861
This day being the 22nd of May, wind from the N.E. and
light breeze, water in the river very low, the
flood and ebb runs in the morning at 11 and 5 P.M.,
the ship is standing out to E.S. at 5 P.M.,
sailing in at 6 P.M. and standing out to S.E. at 2 A.M.
and again in again at 10 A.M. and out at 6 P.M. in the
the latter part of the day, the ship is in sight
and with the ship in sight at 10 P.M.

March to the Arctic Ocean May 18th Capt. James A. Smith

Remarks Wednesday May 23rd 1866

This day we went out to the ice, and passed in it all the ice of the Cape in a bearing of E by E distant (25) miles. Three ships in sight of the Cape. The first was the E. and the other two were of the same name. The first was the E. and the other two were of the same name.

Remarks Thursday May 24th 1866

This day we went out to the ice, and passed in it all the ice of the Cape in a bearing of E by E distant (25) miles. Three ships in sight of the Cape. The first was the E. and the other two were of the same name. The first was the E. and the other two were of the same name.

Remarks Friday May 25th 1866

This day we went out to the ice, and passed in it all the ice of the Cape in a bearing of E by E distant (25) miles. Three ships in sight of the Cape. The first was the E. and the other two were of the same name. The first was the E. and the other two were of the same name.

Remarks Saturday May 26th 1866

This day we went out to the ice, and passed in it all the ice of the Cape in a bearing of E by E distant (25) miles. Three ships in sight of the Cape. The first was the E. and the other two were of the same name. The first was the E. and the other two were of the same name.

Bark Herman. W. B. Report Cruising, Cape St

Remarks June 5th Sunday 1866

This day begins with pleasant weather and light winds from the N. W. - in afternoon a very sail of Cape St - the gale of 2.4 P.M. some of the best of the day - it with the success of middle and the parts of the ship from to south of middle part - leaving the port & bearing Cape St & edwards bearing the N. W. by compass distance about 45 miles 45 ships in sight one sailing, one anchored.

Remarks Monday June 6th 1866

This day begins with pleasant weather and light winds from the N. W. - in afternoon a very sail of Cape St - the gale of 2.4 P.M. some of the best of the day - it with the success of middle and the parts of the ship from to south of middle part - leaving the port & bearing Cape St & edwards bearing the N. W. by compass distance about 45 miles 45 ships in sight one sailing, one anchored.

Remarks Tuesday June 7th 1866

This day begins with pleasant weather and light winds from the N. W. - in afternoon a very sail of Cape St - the gale of 2.4 P.M. some of the best of the day - it with the success of middle and the parts of the ship from to south of middle part - leaving the port & bearing Cape St & edwards bearing the N. W. by compass distance about 45 miles 45 ships in sight one sailing, one anchored.

Remarks Wednesday June 8th 1866

This day begins with pleasant weather and light winds from the N. W. - in afternoon a very sail of Cape St - the gale of 2.4 P.M. some of the best of the day - it with the success of middle and the parts of the ship from to south of middle part - leaving the port & bearing Cape St & edwards bearing the N. W. by compass distance about 45 miles 45 ships in sight one sailing, one anchored.

Remarks Thursday June 9th 1866

This day begins with pleasant weather and light winds from the N. W. - in afternoon a very sail of Cape St - the gale of 2.4 P.M. some of the best of the day - it with the success of middle and the parts of the ship from to south of middle part - leaving the port & bearing Cape St & edwards bearing the N. W. by compass distance about 45 miles 45 ships in sight one sailing, one anchored.

Remarks of H. B. at Cruising, June 17th
Remarks June 17th 1866

Very pleasant weather with some rain to some extent
the ship under way & in the wind steering to the N. E.
the water impeded in sailing, some anchors at 5
miles in Harwich Bay at 6.30 and to anchor the
ships in sight

Remarks of H. B. at Cruising, June 18th 1866

At 10.15 a. m. a squall of rain with light winds from
the N. E. & in the wind heading to the N. E.
impeded in sailing some quantities of seaweed
had not been with success to catch this day

Remarks of H. B. at Cruising, June 19th 1866

This day begins with pleasant weather and light winds
in the forenoon but in the afternoon (impeded
in sailing) at 1.15 p. m. a squall of rain with strong
in the main rose at 3 p. m. in the forenoon
beginning to rain & a squall of rain & in the afternoon
with the latter part of the day snowing very hard
at 10.15 p. m.

Remarks Monday June 18th 1866

At 10.15 a. m. a squall of rain with light winds from
the N. E. & in the wind heading to the N. E.
impeded in sailing some quantities of seaweed
had not been with success to catch this day
at 10.15 a. m. a squall of rain with light winds from
the N. E. & in the wind heading to the N. E.
impeded in sailing some quantities of seaweed
had not been with success to catch this day

Whitcomb June 18th Capt James Wheline Master

Remarks Sunday June 17th 1866

This day, calm, light breeze, moderate, sea smooth and
a severe snow storm the ship under double reefed of sails, wind
and fog at St. Lawrence Bay several ships in company it with
mild weather pleasant with light variable winds the latter part
the mist and starboard was cruising along the ice in the heat
of the day but none was visible but the ship was in the

Remarks Monday June 18th 1866

This day, calm, light breeze, moderate, sea smooth and
St. Lawrence Bay under double sail at 11 P.M. saw a B. head
sailing ship - at 12 P.M. at 11 P.M. anchored with light breeze
in 14 fathoms water 15 fathoms at anchor at 5 P.M. this day

Remarks Tuesday June 19th 1866

This day, calm, light breeze, moderate, sea smooth and
in St. Lawrence Bay at 4.20 P.M. the anchor was cast
at 4.30 P.M. under the sail at 4.40 P.M. saw a B. head sailing
ship, at 5 P.M. near the shore the natives on board the ship
were going for whale bone impaled watch and watch in
advance, ships but saw no ships or whale

Remarks Wednesday June 20th 1866

This day, calm, light breeze, moderate, sea smooth and
in St. Lawrence Bay at 6.30 P.M. the anchor was cast
at 6.40 P.M. under the sail at 6.50 P.M. saw a B. head sailing
ship, at 7 P.M. near the shore the natives on board the ship
were going for whale bone impaled watch and watch in
advance, ships but saw no ships or whale

Remarks Thursday June 21st 1866

This day, calm, light breeze, moderate, sea smooth and
in St. Lawrence Bay at 6.30 P.M. the anchor was cast
at 6.40 P.M. under the sail at 6.50 P.M. saw a B. head sailing
ship, at 7 P.M. near the shore the natives on board the ship
were going for whale bone impaled watch and watch in
advance, ships but saw no ships or whale

Remarks Friday June 22nd 1866

This day, calm, light breeze, moderate, sea smooth and
in St. Lawrence Bay at 6.30 P.M. the anchor was cast
at 6.40 P.M. under the sail at 6.50 P.M. saw a B. head sailing
ship, at 7 P.M. near the shore the natives on board the ship
were going for whale bone impaled watch and watch in
advance, ships but saw no ships or whale

Boat Hurry in Bay at in St Lawrence Bay
Remarks Monday June 25th 1866

All this day in place - no whaling in St L
all boats cruising for whales in St Lawrence Bay some
a few the ship at anchor Gay Head and
Eugene Adams at anchor also 30 ends

Remarks Tuesday June 26th 1866

All this day in place - no whaling in St
all boats cruising for whales some
at anchor the ship at anchor also 30 ends

Remarks Wednesday June 27th 1866

All this day in place - no whaling in St
all boats cruising for whales some
at anchor the ship at anchor also 30 ends

Remarks Thursday June 28th 1866

All this day in place - no whaling in St
all boats cruising for whales some
at anchor the ship at anchor also 30 ends

Remarks Friday June 29th 1866

All this day in place - no whaling in St
all boats cruising for whales some
at anchor the ship at anchor also 30 ends

Remarks Saturday June 30th 1866

All this day in place - no whaling in St
all boats cruising for whales some
at anchor the ship at anchor also 30 ends

Remarks Sunday July 1st 1866

All this day in place - no whaling in St
all boats cruising for whales some
at anchor the ship at anchor also 30 ends

June 1866 Capt. James C. Aveline Master
 Quicks Family July 2nd 1866
 This is to certify that the above named family

This day after the pleasant weather we have a breeze from the S.W. the ship anchor in St. Lawrence Bay all day raising a good deal of the lightest ground and made sail in the evening about 4 o'clock went to the harbor and after some time for the lights but without success in 6 o'clock we were in the Bay with the moon down into the water the evening calm all this day.

January 31, 1866

This day after breakfast weather much fresh winds in
the S.W. & the boats no wind the ship under way all sail
set rising and St Lawrence Bay at 11 AM anchored in
11 fathoms water at Port on the 145 fathoms chart at 12
o'clock anchored and in 1 1/2 hours up at 1 PM rising
returned at 1 PM sun no wind at 1 PM to the in her
and in 1/2 hour sail set started to the N. returned and so
on to the bay

Remington, N. York, July 4th 1866

This morning with the flourish of cannon and fresh winds
he made a 11th sail set starting to the northward by
2.30 p.m. & among seven or eight seen three native
boats & ten more to the west and B. & Co. boats one
hidden the water for them and traded for him & his
along side of him. He sail on & entered in 1.30 p.m.
water with 100 tons for 2000 lbs. & in 2.30 p.m. the whole
in and finished at 6.10 p.m. & upped and set quarters
2.30 p.m. at 6.10 p.m. & in 2.30 p.m. & in 2.30 p.m.
anchors and made sail and started by the wind to the eastward
under a thick fog, and so ends this day.

Amazons Thursday July 5th 1866

This day begins with a fair day, and a fine view of the coast. At 2.3 we start off in a little boat and go to the beach. We are here by compass 11 miles short 15 miles by 5.6 to the beach again and so ends the day.

Back Home, then Robert cruising towards the Arctic

Remarks Sunday July 6th 1866

This day begins with a heavy fog and strong winds from the S.W. & S. under sprits courses and jib, steering to the S.W. & S. & sign of the south end of St Lawrence Bay showing up the bay in the distance. At 11 AM we anchor and steer to the S.W. & S. under Capt. Kaynor at anchor in the Bay so much this day.

Remarks, Sunday July 7th 1866

This day begins with a thick fog and a strong wind from the S.W. & S. & under in St Lawrence Bay in morning with ship under full sail for the north end of St Lawrence Bay. A drizzly rain with heavy and strong winds from the S.W. & S. at 10 AM we anchor and steer to the wind bearing to the S.W. & S. in morning with full sail ship under full sail.

Remarks, Sunday July 8th 1866

This day begins with a heavy fog and a drizzly rain and strong winds from the S.W. & S. & under in St Lawrence Bay in morning with ship under full sail for the north end of St Lawrence Bay. A drizzly rain with heavy and strong winds from the S.W. & S. at 10 AM we anchor and steer to the wind bearing to the S.W. & S. in morning with full sail ship under full sail.

Remarks, Monday July 9th 1866

This day begins with a heavy fog and a drizzly rain and strong winds from the S.W. & S. & under in St Lawrence Bay in morning with ship under full sail for the north end of St Lawrence Bay. A drizzly rain with heavy and strong winds from the S.W. & S. at 10 AM we anchor and steer to the wind bearing to the S.W. & S. in morning with full sail ship under full sail.

Remarks, Tuesday July 10th 1866

This day begins with a heavy fog and a drizzly rain and strong winds from the S.W. & S. & under in St Lawrence Bay in morning with ship under full sail for the north end of St Lawrence Bay. A drizzly rain with heavy and strong winds from the S.W. & S. at 10 AM we anchor and steer to the wind bearing to the S.W. & S. in morning with full sail ship under full sail.

July 1866 Capt. James G. Houston Master

Remarks: Wednesday July 12th 1866

This day began with fog and light winds from the N. W. and
wind clearing and feeling a bit warmer at 3 P. M. a red ship
sailing S. W. at 11 P. M. and again feeling a bit warmer
at 8 P. M. from the horizon clear weather scene not improving
S. at 6 P. 26 N. at

Remarks: Thursday July 13th 1866

This day began with fog and light winds from the S. W. and sail
sailing S. W. at 11 P. M. and again feeling a bit warmer
at 8 P. M. from the horizon clear weather scene not improving
S. at 6 P. 26 N. at

Friday July 14th 1866

This day began with fog and light winds from the N. E. and sail
sailing S. W. at 11 P. M. and again feeling a bit warmer
at 8 P. M. from the horizon clear weather scene not improving
S. at 6 P. 26 N. at

Saturday July 15th 1866

This day began with fog and light winds from the N. E. and sail
sailing S. W. at 11 P. M. and again feeling a bit warmer
at 8 P. M. from the horizon clear weather scene not improving
S. at 6 P. 26 N. at

Sat by the 6 P. 4 N. at
Long " ch. 1/3. 70 N. at

Even July 1866 (pt) from Arctic master

Run 5th July 1866

This day again with pleasant weather and light winds from the northward & sail cruising in the ice some fine views of the northern scenery the middle and latter parts of the day with the northward with fog and snow the in all ice sails seen about 2 ships seen

Run 6th Friday July 20th 1866

This day again with pleasant weather and light winds from the northward & sail cruising in the ice some fine views of the northern scenery the middle and latter parts of the day with the northward with fog and snow the in all ice sails seen about 2 ships seen

Lat 76. 18 N. Long 116. 31 West

Run 7th Saturday July 21st 1866

This day again with pleasant weather and light winds from the northward & sail cruising in the ice some fine views of the northern scenery the middle and latter parts of the day with the northward with fog and snow the in all ice sails seen about 2 ships seen

Run 8th Sunday July 22nd 1866

This day again with pleasant weather and light winds from the northward & sail cruising in the ice some fine views of the northern scenery the middle and latter parts of the day with the northward with fog and snow the in all ice sails seen about 2 ships seen

Lat 76. 12 N. Long 115. 30 West

Run 9th Monday July 23rd 1866

This day again with pleasant weather and light winds from the northward & sail cruising in the ice some fine views of the northern scenery the middle and latter parts of the day with the northward with fog and snow the in all ice sails seen about 2 ships seen

Lat 76. 23 N. Long 116. 42 West

Run 10th Tuesday July 24th 1866

This day again with pleasant weather and light winds from the northward & sail cruising in the ice some fine views of the northern scenery the middle and latter parts of the day with the northward with fog and snow the in all ice sails seen about 2 ships seen

Barrett's Aurora 11.3.5. ... in ...

... moderate ... E.S.E. ...

... in all eight sails the wind ...

... made all ...

... light ...

... 70.02.11 to

B. H. Herring of the B. H. Herring, in the Arctic

(1) This day begins with a heavy snow storm and a high wind from the N. E. at 10 A.M. the wind shifts to the S. E. and the snow stops. At 4 P.M. a heavy snow storm begins and continues until 10 P.M. when it ceases. The wind is now from the S. E. and the snow is very heavy. The temperature is now 10° below zero. The wind is now from the S. E. and the snow is very heavy. The temperature is now 10° below zero. The wind is now from the S. E. and the snow is very heavy. The temperature is now 10° below zero.

Remarks, Saturday August 4th 1866. This day begins with a heavy snow storm and a high wind from the N. E. at 10 A.M. the wind shifts to the S. E. and the snow stops. At 4 P.M. a heavy snow storm begins and continues until 10 P.M. when it ceases. The wind is now from the S. E. and the snow is very heavy. The temperature is now 10° below zero. The wind is now from the S. E. and the snow is very heavy. The temperature is now 10° below zero. The wind is now from the S. E. and the snow is very heavy. The temperature is now 10° below zero.

Remarks, Sunday August 5th 1866. This day begins with a heavy snow storm and a high wind from the N. E. at 10 A.M. the wind shifts to the S. E. and the snow stops. At 4 P.M. a heavy snow storm begins and continues until 10 P.M. when it ceases. The wind is now from the S. E. and the snow is very heavy. The temperature is now 10° below zero. The wind is now from the S. E. and the snow is very heavy. The temperature is now 10° below zero. The wind is now from the S. E. and the snow is very heavy. The temperature is now 10° below zero.

Remarks, Monday August 6th 1866. This day begins with a heavy snow storm and a high wind from the N. E. at 10 A.M. the wind shifts to the S. E. and the snow stops. At 4 P.M. a heavy snow storm begins and continues until 10 P.M. when it ceases. The wind is now from the S. E. and the snow is very heavy. The temperature is now 10° below zero. The wind is now from the S. E. and the snow is very heavy. The temperature is now 10° below zero. The wind is now from the S. E. and the snow is very heavy. The temperature is now 10° below zero.

Under August 1866 Capt James C. Lawrence to the

Quarta Sunday August 1st 1866

August 9th 1866

[illegible]

From Spring Valley - 1866.

This by begining with quite-pleasure & rather and eight min 1/2 per
thats all quit so steering to the westward as much as I can
then the middle part a thick haze land by a black by rising
to the N. the latter part quite pleasure & steering to the S. 45
miles in sight at 11.00 a.m. of the north the land appears
a Gulf of 8 ft. in current some one at the Ad. C. H.

Newsp. Liberty Bells - 11-1866

Learn August 1866. (pt James C. Hartman master)

found, Friday Aug. 11. 1881.

This day very good weather and eight winds from the northward
 blowing - a very strong day to ice. Some ice seen about 10 miles in
 sight of the ship. Herald stand about 25 miles to seaward
 and pass it by the noon of the day. 24th 4

Friday July 14th 1866

[illegible]

January 3rd Sunday Home - 1850

is a ship with single masted weather eye, light masts
and a full sail set, cruising along the ice to the E. with
the wind veered to the N. E. stood in to ground to see a reward
for a high-sails, the cutter, hove to reach reefs and a staff
by the mast yard was seen no males. - 4/14 m
were island appearing at distance 45 miles and 20 miles
23 E. 18

Remin's Family Album - ~~20~~²⁰ 1866

This day the ice was very thin & the wind was light & the sea was very calm. The wind was light & the sea was very calm. The wind was light & the sea was very calm.

(over) June 28 - 1864

[illegible]

Barbours Hook & New River & returning in the Arch

Friday September 2nd 1866

This day light with strong winds from the north & rain in the forenoon & most of the afternoon. The wind in the evening shifted to the south & rain in the night.

Remarks Monday September 3rd 1866

This day light with strong winds from the north & rain in the forenoon & most of the afternoon. The wind in the evening shifted to the south & rain in the night.

Remarks Tuesday September 4th 1866

This day light with strong winds from the north & rain in the forenoon & most of the afternoon. The wind in the evening shifted to the south & rain in the night.

Remarks Wednesday September 5th 1866

This day commences with quite good weather and light winds from the northward all sail set by the wind heading to the eastward at 2 P.M. lowered all sail & ran under easy sail to the northward without success in finding the vessel. At 6 P.M. the wind shifted to the south & rain in the forenoon & most of the afternoon. The wind in the evening shifted to the south & rain in the night.

Remarks Thursday September 6th 1866

This day commences with moderate winds from the north & rain in the forenoon & most of the afternoon. The wind in the evening shifted to the south & rain in the night.

Remarks Friday September 7th 1866

This day commences with moderate winds from the north & rain in the forenoon & most of the afternoon. The wind in the evening shifted to the south & rain in the night.

From September 1st to 1st from Andrew's

Friday, September 1st 1866

This day being a holiday, we went to the shore and saw the main species of birds, the most being by the shore, the rugged to cut off by the water, the other birds on the shore, the water was not so deep as the other days, the water was not so deep as the other days.

S. O. C. H. E.

Saturday, September 2nd 1866

This day being a holiday, we went to the shore and saw the main species of birds, the most being by the shore, the rugged to cut off by the water, the other birds on the shore, the water was not so deep as the other days, the water was not so deep as the other days.

S. O. C. H. E.

Sunday, September 3rd 1866

This day being a holiday, we went to the shore and saw the main species of birds, the most being by the shore, the rugged to cut off by the water, the other birds on the shore, the water was not so deep as the other days, the water was not so deep as the other days.

S. O. C. H. E.

Monday, September 4th 1866

This day being a holiday, we went to the shore and saw the main species of birds, the most being by the shore, the rugged to cut off by the water, the other birds on the shore, the water was not so deep as the other days, the water was not so deep as the other days.

S. O. C. H. E.

Tuesday, September 5th 1866

This day being a holiday, we went to the shore and saw the main species of birds, the most being by the shore, the rugged to cut off by the water, the other birds on the shore, the water was not so deep as the other days, the water was not so deep as the other days.

S. O. C. H. E.

Wednesday, September 6th 1866

This day being a holiday, we went to the shore and saw the main species of birds, the most being by the shore, the rugged to cut off by the water, the other birds on the shore, the water was not so deep as the other days, the water was not so deep as the other days.

S. O. C. H. E.

Cum September 1866 Capt. James Smith

Remarks Monday September 18th 1866

All this day foggy weather with light winds from the southward. The ship under short sail all hands employed in boiling. Several ships in sight, after finishing cutting the ship was blubber lugged.

Sept 19. 15 North
Long 174. 2 West

Remarks Tuesday September 19th 1866

All day foggy weather with light winds from the southward. The ship under short sail all hands employed in boiling. Several ships in sight.

Remarks Wednesday September 20th 1866

All this day foggy weather with light winds from the southward. The ship under short sail all hands employed in boiling. Several ships in sight.

Remarks Thursday September 21st 1866

All this day foggy weather with light winds from the southward. The ship under short sail all hands employed in boiling.

Remarks Friday September 22nd 1866

All this day foggy weather with light winds from the southward. The ship under short sail all hands employed in boiling.

Remarks Saturday September 23rd 1866

All this day foggy weather with light winds from the southward. The ship under short sail all hands employed in boiling.

King America. Ship Bedford in the Arctic Ocean

Remarks Tuesday September 25th 1866

All this day pleasant weather with light winds from the northward. The ship under most sail, all hands employed in stowing down sail. At 10 spoke with the ship Arnold at New Bedford Capt. Jones. At ends

A. B. C. 11

Remarks Wednesday September 26th 1866

This day, very good weather with light winds from the northward. The ship under full sail, all hands employed in stowing down sail. At 10 spoke with the ship Arnold at New Bedford Capt. Jones. At ends

Lat 64.44 N Long 111.10 W

Remarks Thursday September 27th 1866

This day begins with light winds from the northward. The ship under short sail all hands employed in stowing down sail. The middle part of the sail the latter part of the sail the ship under three reefed topsails by the wind backing to the northward the latter part could not be run down about 150 ft. At ends nothing in sight. At ends

A. B. C. 12

Remarks Friday September 28th 1866

All this day (a gale from the W. N. W.) the ship under crew reefed main topsail backing to the N. E. finished stowing down sail. At ends

A. B. C. 13

Remarks Saturday September 29th 1866

This day begins with light winds from the N. W. The ship under crew reefed main topsail backing to the N. E. finished stowing down sail. At ends

A. B. C. 14

Remarks Sunday September 30th 1866

This day begins with light winds from the N. W. The ship under crew reefed main topsail backing to the N. E. finished stowing down sail. At ends

Lat 64.44 N Long 111.10 W

October 1866 Capt. James A. Mearns Master

Remarks Monday October 1st 1866

This day begins with quite pleasant weather and light
wind from the N.E. the ship under short sail starting
at 10 A.M. the miller put the wind round to S.E. and
snowed very hard all sail set by the wind bending
the E.P.C. by 11 A.M. the wind about S.W. the ship
sailing at the water's surface in ordinary ships
duty. and so on this day

NOV 1866

Remarks Tuesday October 2nd 1866

All this day a gale from the northward the ship under short
sail starting at 10 A.M. the wind from the N.E. the ship
sailing at the water's surface in ordinary ships
duty. and so on this day

NOV 1866

Remarks Wednesday October 3rd 1866

This day a gale from the N.W. the ship under doubled reef
sails and under starting at 10 A.M. the ship
sailing at the water's surface in ordinary ships
duty. and so on this day

NOV 1866

Remarks Thursday October 4th 1866

This day moderate gale from the N.W. all sail set
starting at 10 A.M. the ship under short sail starting
at 10 A.M. the ship sailing at the water's surface in
ordinary ships duty. and so on this day

NOV 1866

Remarks Friday October 5th 1866

This day a strong wind from the N.W. all sail set
starting at 10 A.M. the ship under short sail starting
at 10 A.M. the ship sailing at the water's surface in
ordinary ships duty. and so on this day

NOV 1866

Remarks Saturday October 6th 1866

This day quite pleasant weather with strong wind from the
N.W. all sail set starting at 10 A.M. the ship
sailing at the water's surface in ordinary ships
duty. and so on this day

NOV 1866

Book Home of A. B. 1st from the Arctic Ocean
(Remarks Thurs Oct 18 1866)

This day is a very rough one with a
strong E. & S. E. wind setting in during the night
& E. & S. E. wind rising in the morning
& S. E. wind rising in the afternoon
& S. E. wind rising in the evening
Ship at anchor with quite a fair
S. 45. 61. 4

Remarks Friday Oct 19 1866

This day is a very rough one with a
strong E. & S. E. wind setting in during the night
& S. E. wind rising in the morning
& S. E. wind rising in the afternoon
& S. E. wind rising in the evening
Ship at anchor with quite a fair
S. 45. 61. 4

Remarks Saturday Oct 20 1866

This day is a very rough one with a
strong E. & S. E. wind setting in during the night
& S. E. wind rising in the morning
& S. E. wind rising in the afternoon
& S. E. wind rising in the evening
Ship at anchor with quite a fair
S. 45. 61. 4

Remarks Sunday Oct 21 1866

This day is a very rough one with a
strong E. & S. E. wind setting in during the night
& S. E. wind rising in the morning
& S. E. wind rising in the afternoon
& S. E. wind rising in the evening
Ship at anchor with quite a fair
S. 45. 61. 4

Remarks Monday Oct 22 1866

This day is a very rough one with a
strong E. & S. E. wind setting in during the night
& S. E. wind rising in the morning
& S. E. wind rising in the afternoon
& S. E. wind rising in the evening
Ship at anchor with quite a fair
S. 45. 61. 4

Remarks Tuesday Oct 23 1866

This day is a very rough one with a
strong E. & S. E. wind setting in during the night
& S. E. wind rising in the morning
& S. E. wind rising in the afternoon
& S. E. wind rising in the evening
Ship at anchor with quite a fair
S. 45. 61. 4

James S. McHenry (1822-1890)
the first Governor of Michigan

Remedy Taken on October 25th 1866
 24. This is a pleasant mixture and

Remains, July 1st to 26th 1866

Time about 1/2 hour

Herbert Hoover

Amos, July (1867) 1867

[illegible]

Remains Saturday, October 27th 1866

James Lindley, Esq. 1806

And is a pleasant neighbor with light and airy winds.
Many of the men on shore some of their things, and

London, Monday August 27, 1800

At this my friend + mother with my little sister
all have been helping me trying and learning to read

Back Home of Mrs. B. & Son Francisco

Female Tuesday October 30th 1866

This day I went to the river in a boat
to get some water and saw a great many
fish in the river (1) in fact in
the river.

Female Wednesday October 31st 1866

This day I went to the river and got some water
and saw a great many fish in the river (1) in fact in
the river.

Female Thursday November 1st 1866

This day I went to the river and got some water
and saw a great many fish in the river (1) in fact in
the river.

Female Friday November 2nd 1866

This day I went to the river and got some water
and saw a great many fish in the river (1) in fact in
the river.

Female Saturday November 3rd 1866

This day I went to the river and got some water
and saw a great many fish in the river (1) in fact in
the river.

Female Sunday November 4th 1866

This day I went to the river and got some water
and saw a great many fish in the river (1) in fact in
the river.

B & C. 12th. B. 12th. 1866. 12th. 1866.

Remarks, Sunday, November 12th 1866

All this day pleasant. Air - with light winds from the N. & E. & fresh in the afternoon.

Remarks, Monday, November 13th 1866

All this day pleasant. Air - with light winds from the N. & E. & fresh in the afternoon. A small rain fell in the evening.

Remarks, Tuesday, November 14th 1866

All this day pleasant. Air - with light winds from the N. & E. & fresh in the afternoon.

Remarks, Wednesday, November 15th 1866

All this day pleasant. Air - with light winds from the N. & E. & fresh in the afternoon. A small rain fell in the evening.

Remarks, Thursday, November 16th 1866

All this day pleasant. Air - with light winds from the N. & E. & fresh in the afternoon.

Remarks, Friday, November 17th 1866

All this day pleasant. Air - with light winds from the N. & E. & fresh in the afternoon.

Remarks, Saturday, November 18th 1866

All this day pleasant. Air - with light winds from the N. & E. & fresh in the afternoon.

Remarks, Sunday, November 19th 1866

All this day pleasant. Air - with light winds from the N. & E. & fresh in the afternoon.

Remarks, Monday, November 20th 1866

All this day pleasant. Air - with light winds from the N. & E. & fresh in the afternoon.

Remarks, Tuesday, November 21st 1866

All this day pleasant. Air - with light winds from the N. & E. & fresh in the afternoon.

1866 Capt James P. Marine Master

Remar 13 Friday September 22nd 1866

This day begins with a heavy weather and light S E winds. By 5 P M fresh breeze and by 7 P M moderate and pretty rain but after that the weather quite pleasant to the crew is repairing the ship & crew's this day

Remar 13 Saturday September 24th 1866

This day begins with a heavy weather and fresh winds, from 10 A M to 4 P M heavy rain and the wind increasing to horizon. After 4 P M the rain ceases and the wind moderates. At 5 P M the storm boat is lowered and up on the stream and out in 10 fathoms water with several men, some of the boats are run out by P M the wind moderated and the weather quite pleasant. At 10 P M by ending a squally rain in the night

Remar 13 Sunday September 25th 1866

This day begins with pleasant weather and moderate S E winds. From 1 P M to 3 P M several squalls of drizzle, after 3 P M the weather pleasant and by P M the wind moderates. At midnight the wind is light and the weather pleasant

Remar 13 Monday September 27th 1866

This day begins with a heavy weather and moderate S E winds. From 1 P M to 4 P M the weather quite pleasant and the wind moderates. At 4 P M the weather quite pleasant and the wind moderates. At 10 P M the weather quite pleasant and the wind moderates.

Remar 13 Tuesday September 28th 1866

This day begins with a heavy weather and moderate S E winds. From 1 P M to 4 P M the weather quite pleasant and the wind moderates. At 4 P M the weather quite pleasant and the wind moderates. At 10 P M the weather quite pleasant and the wind moderates.

Remar 13 Wednesday September 29th 1866

This day begins with a heavy weather and moderate S E winds. From 1 P M to 4 P M the weather quite pleasant and the wind moderates. At 4 P M the weather quite pleasant and the wind moderates. At 10 P M the weather quite pleasant and the wind moderates.

Remar 13 Thursday September 30th 1866

This day begins with a heavy weather and moderate S E winds. From 1 P M to 4 P M the weather quite pleasant and the wind moderates. At 4 P M the weather quite pleasant and the wind moderates. At 10 P M the weather quite pleasant and the wind moderates.

Remarks of the Report at San Francisco December
General, Friday December 1st 1866

This day begins with a cloudy weather and light S E
wind, with some rain in the evening, and
the wind is moderate and the S E wind is the
prevailing wind - S E wind is the prevailing
wind.

Remarks, Saturday December 2nd 1866

This day begins with a cloudy weather and light S E
wind, with some rain in the evening, and
the wind is moderate and the S E wind is the
prevailing wind.

Remarks, Sunday December 3rd 1866

This day begins with a cloudy weather and light S E
wind, with some rain in the evening, and
the wind is moderate and the S E wind is the
prevailing wind.

Remarks, Monday December 4th 1866

This day begins with a cloudy weather and light S E
wind, with some rain in the evening, and
the wind is moderate and the S E wind is the
prevailing wind.

Remarks, Tuesday December 5th 1866

This day begins with a cloudy weather and light S E
wind, with some rain in the evening, and
the wind is moderate and the S E wind is the
prevailing wind.

Remarks, Wednesday December 6th 1866

This day begins with a cloudy weather and light S E
wind, with some rain in the evening, and
the wind is moderate and the S E wind is the
prevailing wind.

Remarks, Thursday December 7th 1866

This day begins with a cloudy weather and light S E
wind, with some rain in the evening, and
the wind is moderate and the S E wind is the
prevailing wind.

1866 Capt James C. Arctine Master

Remains Sunday December 1st 1866

This day very pleasant weather and light & agreeable winds
the ship all day, persons, received and comforted for
you making 11 thirty men a board the ship 25
here in the day (34) thirty, 10 tons and 20 tons the first
account

Remains Monday December 2nd 1866

This day very pleasant weather and light winds
the ship all day, persons, received and comforted for
you making 11 thirty men a board the ship 25
here in the day (34) thirty, 10 tons and 20 tons the first
account

Remains Tuesday December 3rd 1866

This day very pleasant weather and breeze breeze from
north by east wind 4 to 6 miles per hour
the ship all day, persons, received and comforted for
you making 11 thirty men a board the ship 25
here in the day (34) thirty, 10 tons and 20 tons the first
account

Remains Monday December 10th 1866

This day very pleasant weather and breeze breeze from
north by east wind 4 to 6 miles per hour
the ship all day, persons, received and comforted for
you making 11 thirty men a board the ship 25
here in the day (34) thirty, 10 tons and 20 tons the first
account

Remains Tuesday December 11th 1866

This day very pleasant weather and breeze breeze from
north by east wind 4 to 6 miles per hour
the ship all day, persons, received and comforted for
you making 11 thirty men a board the ship 25
here in the day (34) thirty, 10 tons and 20 tons the first
account

Barometer of No. 3 Barometer No. 3

Remarks Thursday December 12th 1866

At 10⁰⁰ AM the barometer stood at 30.15 and fell to 30.10 at 11⁰⁰ AM. The wind was from the N. by E. and the rain fell in showers. The rain continued until 4⁰⁰ PM when it ceased. The rain was of rain so ends.

Remarks Thursday December 13th 1866

At 10⁰⁰ AM the barometer stood at 30.15 and fell to 30.10 at 11⁰⁰ AM. The wind was from the N. by E. and the rain fell in showers. The rain continued until 4⁰⁰ PM when it ceased. The rain was of rain so ends.

Lat 34.28 North
Long 128.14 West

Remarks Friday December 14th 1866

At 10⁰⁰ AM the barometer stood at 30.15 and fell to 30.10 at 11⁰⁰ AM. The wind was from the N. by E. and the rain fell in showers. The rain continued until 4⁰⁰ PM when it ceased. The rain was of rain so ends.

Remarks Saturday December 15th 1866

At 10⁰⁰ AM the barometer stood at 30.15 and fell to 30.10 at 11⁰⁰ AM. The wind was from the N. by E. and the rain fell in showers. The rain continued until 4⁰⁰ PM when it ceased. The rain was of rain so ends.

Remarks Sunday December 16th 1866

At 10⁰⁰ AM the barometer stood at 30.15 and fell to 30.10 at 11⁰⁰ AM. The wind was from the N. by E. and the rain fell in showers. The rain continued until 4⁰⁰ PM when it ceased. The rain was of rain so ends.

Lat 34.28 North
Long 128.14 West

Remarks Monday December 17th 1866

At 10⁰⁰ AM the barometer stood at 30.15 and fell to 30.10 at 11⁰⁰ AM. The wind was from the N. by E. and the rain fell in showers. The rain continued until 4⁰⁰ PM when it ceased. The rain was of rain so ends.

Remarks Tuesday December 18th 1866

At 10⁰⁰ AM the barometer stood at 30.15 and fell to 30.10 at 11⁰⁰ AM. The wind was from the N. by E. and the rain fell in showers. The rain continued until 4⁰⁰ PM when it ceased. The rain was of rain so ends.

Thursday 20th December 1866
Remarks: Lightly foggy in morning 7 and 8 P.M. mostly and
rain all day & blowing to the southwest. The watch inf it in
ordinary ship duty. Lat. 23.07 N Long. 132.00 W

Friday 21st December 1866
This day light breeze & S.W. wind all sail set north the ship to the
westward. The middle of the day the tide a part strong wind and
a good breeze the water in part of the day ship to the
westward. Lat. 23.03 N Long. 132.22 W

Saturday 22nd December 1866
Light breeze from the westward and rain in morning to 8 P.M.
all sail set & blowing to the westward. The watch inf it in
ordinary ship duty. Lat. 23.07 N Long. 132.52 W

Sunday 23rd December 1866
This day light breeze from the westward and rain in morning to 8 P.M.
all sail set & blowing to the westward. The watch inf it in
ordinary ship duty. Lat. 23.07 N Long. 132.52 W

Monday 24th December 1866
This day light breeze from the westward and rain in morning to 8 P.M.
all sail set & blowing to the westward. The watch inf it in
ordinary ship duty. Lat. 23.07 N Long. 132.52 W

Tuesday 25th December 1866
This day light breeze from the westward and rain in morning to 8 P.M.
all sail set & blowing to the westward. The watch inf it in
ordinary ship duty. Lat. 23.07 N Long. 132.52 W

The first thing I noticed when I stepped
 out of the car was the smell of the sea.
 It was a salty, bracing scent that
 filled my lungs. The air was cool and
 crisp, a perfect contrast to the heat of
 the car. I took a deep breath, savoring
 the moment. The sun was shining
 brightly, and the waves were crashing
 against the shore. It was a beautiful
 sight, and I felt a sense of peace and
 tranquility. I had found a special place,
 a place where I could relax and enjoy
 the beauty of nature.

(marks Thursday December 5th 1884
This day begins with a light rain, the wind
from the W. S. of the ship upon the decks courses and jib
beating, the wind from the W. in the middle part of the
wind, light rain, the wind from the W. in the middle part of the
latter part the wind from the S. & bearing of the wind
to the W. S. the first and middle part of the day a light
rain in an evening rain, the latter part of the day
in part in breaking in rain and in part in rain
the first part of the day is by S. 25. 20 N. to
by 188. 40 N. to

Remarks Saturday June 24th 1856.
 All this day pleasant weather with light winds from the S. E.
 and rain not falling till the morning till 11 o'clock in the
 afternoon. Barometer at 28.42 at 10 o'clock
 at 142.28 feet

March 18. 1866. Capt J. C. ...

General's ... December 30th 1866

... with ... weather ... from the S. E. ...
... 21. 22 ...

General's ... December 31st 1866

... from the S. E. ... in ...
... 21. 24 ...

General's ... January 1st 1867

... from the S. E. ... The first part of the ...
... 21. 24 ...

General's ... January 2nd 1867

... from the S. E. ... 21. 24 ...

General's ... January 3rd 1867

... from the S. E. ... 21. 24 ...

General's ... January 4th 1867

... from the S. E. ... 21. 24 ...

General's ... January 5th 1867

... from the S. E. ... 21. 24 ...

Remarks, Wednesday January 16. 1861
 This day lighted under with light winds from the north and
 all sail set, steering S.W. The wind shifted in evening, up
 to the east of the eye and in night.

Remarks, Thursday January 17. 1861
 This day lighted under with light winds from the north and
 all sail set, steering S.W. The wind shifted in evening, up
 to the east of the eye and in night. The first part of the day the wind
 shifted in evening, the latter part making space for
 all sail set, steering S.W. and in night.

Lat 17. 38 North
 Long 156. 48 West

Remarks, Friday January 18. 1861
 This day lighted under with strong winds from the N.E. and
 all sail set, steering S.W. The wind shifted in evening, up
 to the east of the eye and in night. The first part of the day the wind
 shifted in evening, the latter part making space for
 all sail set, steering S.W. and in night.

Lat 15. 56 North
 Long 157. 04 West

Remarks, Saturday January 19. 1861
 All this day lighted under with strong winds from the N.E. and
 all sail set, steering S.W. The wind shifted in evening, up
 to the east of the eye and in night. The first part of the day the wind
 shifted in evening, the latter part making space for
 all sail set, steering S.W. and in night.

Lat 13. 10 North
 Long 157. 04 West

Remarks, Sunday January 20. 1861
 This day lighted under with strong winds from the N.E. and
 all sail set, steering S.W. The wind shifted in evening, up
 to the east of the eye and in night. The first part of the day the wind
 shifted in evening, the latter part making space for
 all sail set, steering S.W. and in night.

Lat 10. 23 North
 Long 156. 12 West

Remarks, Monday January 21. 1861
 This day lighted under with strong winds from the N.E. and
 all sail set, steering S.W. The wind shifted in evening, up
 to the east of the eye and in night. The first part of the day the wind
 shifted in evening, the latter part making space for
 all sail set, steering S.W. and in night.

Lat 17. 45 North
 Long 154. 46 West

- Cruising westward January 21st 1867
- Remarks Thursday January 22nd 1867
 It is a fine day with light breeze and calm. The mate is employed in repairing the main sprit sail with great success. The mate is also employed in repairing the main sprit sail with great success. The mate is also employed in repairing the main sprit sail with great success. Lat 55.26 Long 154.26
- Remarks Friday January 23rd 1867
 It is a fine day with light breeze and calm. The mate is employed in repairing the main sprit sail with great success. The mate is also employed in repairing the main sprit sail with great success. The mate is also employed in repairing the main sprit sail with great success. Lat 55.26 Long 154.26
- Remarks Saturday January 24th 1867
 It is a fine day with light breeze and calm. The mate is employed in repairing the main sprit sail with great success. The mate is also employed in repairing the main sprit sail with great success. The mate is also employed in repairing the main sprit sail with great success. Lat 55.26 Long 154.26
- Remarks Sunday January 25th 1867
 It is a fine day with light breeze and calm. The mate is employed in repairing the main sprit sail with great success. The mate is also employed in repairing the main sprit sail with great success. The mate is also employed in repairing the main sprit sail with great success. Lat 55.26 Long 154.26
- Remarks Monday January 26th 1867
 It is a fine day with light breeze and calm. The mate is employed in repairing the main sprit sail with great success. The mate is also employed in repairing the main sprit sail with great success. The mate is also employed in repairing the main sprit sail with great success. Lat 55.26 Long 154.26
- Remarks Tuesday January 27th 1867
 It is a fine day with light breeze and calm. The mate is employed in repairing the main sprit sail with great success. The mate is also employed in repairing the main sprit sail with great success. The mate is also employed in repairing the main sprit sail with great success. Lat 55.26 Long 154.26
- Remarks Wednesday January 28th 1867
 It is a fine day with light breeze and calm. The mate is employed in repairing the main sprit sail with great success. The mate is also employed in repairing the main sprit sail with great success. The mate is also employed in repairing the main sprit sail with great success. Lat 55.26 Long 154.26

Back Home of New Bedford from the Basin Islands

Remarks Tuesday January 2nd 1867

This day pleasant weather with light N. E. wind. At 11 AM
sailed for the islands at 5 PM passed our second
light. The night employed in repairing the
mainmast and masts. Lat 40. 11 South
Long 122 41 West

Remarks Wednesday January 3rd 1867

All this day pleasant weather and light N. E. wind. At 11 AM
sailed for the islands. The mainmast and masts
finished painting with white lead. Lat 40. 00 South
Long 122 41 West

Remarks Thursday January 3rd 1867

All this day pleasant weather with light N. E. wind. At 11 AM
sailed for the islands. The mainmast and masts
finished painting with white lead. Lat 40. 00 South
Long 122 41 West

Remarks Friday January 4th 1867

All this day pleasant weather with light N. E. wind. At 11 AM
sailed for the islands. The mainmast and masts
finished painting with white lead. Lat 40. 00 South
Long 122 41 West

Remarks Saturday February 2nd 1867

This day in the morning at 11 AM sailed for the islands. The mainmast and masts
finished painting with white lead. At 2 PM the men forward George Ansel and James Newcomb
were fighting and James Newcomb cut George Ansel in several
places about the hands with a short knife and struck him
in the left eye inflicting a very severe wound and which
will cause the loss of his eye. They fought them in single
irons but at 4 PM they broke the irons off George Ansel
and dressed his wounds and so ends this day.
Lat 40. 30 South
Long 122 41 West

Remarks Sunday February 3rd 1867

This day in the morning at 11 AM sailed for the islands. The mainmast and masts
finished painting with white lead. At 2 PM the men forward George Ansel and James Newcomb
were fighting and James Newcomb cut George Ansel in several
places about the hands with a short knife and struck him
in the left eye inflicting a very severe wound and which
will cause the loss of his eye. They fought them in single
irons but at 4 PM they broke the irons off George Ansel
and dressed his wounds and so ends this day.
Lat 40. 30 South
Long 122 41 West

Cruising Westward February 1867 Left point Austin Texas
Remains Tuesday February 4th 1867

This day we left the point and sailed out during the night
1st. To all hands James Benson's provisions and ordered him
to go to the store and get in more of
underage chairs turned up the waist of the paint and
to go to the store
Lat 01.29 North
Long 172.28 West

Remains Tuesday February 5th 1867
This day we sailed on from the point and
went out sailing during the day. The weather
was very calm and the wind was light. The
main sail was up and the yard was set. The
mainmast was up and the yard was set.
Lat 01.11 North
Long 172.15 West

Remains Wednesday February 6th 1867
This day we sailed on from the point and
went out sailing during the day. The weather
was very calm and the wind was light. The
main sail was up and the yard was set. The
mainmast was up and the yard was set.
Lat 01.11 North
Long 172.15 West

Remains Thursday February 7th 1867
This day we sailed on from the point and
went out sailing during the day. The weather
was very calm and the wind was light. The
main sail was up and the yard was set. The
mainmast was up and the yard was set.
Lat 01.20 North
Long 172.26 West

Remains Friday February 8th 1867
This day we sailed on from the point and
went out sailing during the day. The weather
was very calm and the wind was light. The
main sail was up and the yard was set. The
mainmast was up and the yard was set.
Lat 01.16 North
Long 171.36 West

Remains Saturday February 9th 1867
This day we sailed on from the point and
went out sailing during the day. The weather
was very calm and the wind was light. The
main sail was up and the yard was set. The
mainmast was up and the yard was set.
Lat 02.03 North
Long 178.21 West

Remains Sunday February 10th 1867
This day we sailed on from the point and
went out sailing during the day. The weather
was very calm and the wind was light. The
main sail was up and the yard was set. The
mainmast was up and the yard was set.
Lat 12.35 North
Long 177.47 West

Bestward, 1. Bagel on ...

... 12.5 ...
... 14 ...
... 16 ...

... 17 East
... 18 ...
... 19 ...

... 14 ...
... 15 ...
... 16 ...

... 17 ...
... 18 ...
... 19 ...

... 16 ...
... 17 ...
... 18 ...
... 19 ...

Wednesday February 14th Capt. Amos. Maine. 1867

Monday February 12th 1867
Sailed at 10 AM. This day was a fine day with a light breeze from the N. all night by the wind under short sail. The night was in general calm. Lat. 44.11 South Long. 173.27 East

Tuesday February 13th 1867
Sailed at 10 AM. This day was a fine day with a light breeze from the N. all night by the wind under short sail. The night was in general calm. Lat. 44.11 South Long. 173.27 East

Wednesday February 14th 1867
Sailed at 10 AM. This day was a fine day with a light breeze from the N. all night by the wind under short sail. The night was in general calm. Lat. 44.11 South Long. 173.27 East

Thursday February 15th 1867
Sailed at 10 AM. This day was a fine day with a light breeze from the N. all night by the wind under short sail. The night was in general calm. Lat. 44.11 South Long. 173.27 East

Friday February 16th 1867
Sailed at 10 AM. This day was a fine day with a light breeze from the N. all night by the wind under short sail. The night was in general calm. Lat. 44.11 South Long. 173.27 East

Saturday February 17th 1867
Sailed at 10 AM. This day was a fine day with a light breeze from the N. all night by the wind under short sail. The night was in general calm. Lat. 44.11 South Long. 173.27 East

3. Thursday 21st February 1867
 (Sunday, 22nd February 23rd 1867)
 After a very early start, we went off and in at 10.00 AM. The weather was very good and we made good progress. We arrived at 1.00 PM and found the water very shallow. We had to wait for the tide to come in before we could proceed. We then went on and set up our camp at 2.00 PM.

(Monday, 23rd February 24th 1867)
 After a very early start, we went off and in at 10.00 AM. The weather was very good and we made good progress. We arrived at 1.00 PM and found the water very shallow. We had to wait for the tide to come in before we could proceed. We then went on and set up our camp at 2.00 PM.

(Tuesday, 24th February 25th 1867)
 After a very early start, we went off and in at 10.00 AM. The weather was very good and we made good progress. We arrived at 1.00 PM and found the water very shallow. We had to wait for the tide to come in before we could proceed. We then went on and set up our camp at 2.00 PM.

(Wednesday, 25th February 26th 1867)
 After a very early start, we went off and in at 10.00 AM. The weather was very good and we made good progress. We arrived at 1.00 PM and found the water very shallow. We had to wait for the tide to come in before we could proceed. We then went on and set up our camp at 2.00 PM.

(Thursday, 26th February 27th 1867)
 After a very early start, we went off and in at 10.00 AM. The weather was very good and we made good progress. We arrived at 1.00 PM and found the water very shallow. We had to wait for the tide to come in before we could proceed. We then went on and set up our camp at 2.00 PM.

(Friday, 27th February 28th 1867)
 After a very early start, we went off and in at 10.00 AM. The weather was very good and we made good progress. We arrived at 1.00 PM and found the water very shallow. We had to wait for the tide to come in before we could proceed. We then went on and set up our camp at 2.00 PM.

Remains of Friday, Bear, 12th 1867
 At 10th 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21th 22th 23th 24th 25th 26th 27th 28th 29th 30th 31st

rising continued March 18/1 (left small Arctic Master
from 3 O'clock March 18/1
the ship passed through ice fields in morning and had
nothing to say

March 19/1 (left this morning at 10 O'clock
boarded but no men, no crew.

March 20/1 (left this morning at 10 O'clock
the ship is sailing. Imp. it in sailing and sailing
the ship is sailing and sailing, sailing, sailing

Remarks Tuesday March 21/1 1867
the ship is sailing. All hands on board imp. it in
sailing, sailing, sailing, sailing

March 22/1 (left this morning at 10 O'clock
the ship is sailing. All hands on board imp. it in
sailing, sailing, sailing, sailing

Remarks Thursday March 23/1 1867
the ship is sailing. All hands on board imp. it in
sailing, sailing, sailing, sailing

March 24/1 (left this morning at 10 O'clock
the ship is sailing. All hands on board imp. it in
sailing, sailing, sailing, sailing

Remarks Saturday March 25/1 1867
the ship is sailing. All hands on board imp. it in
sailing, sailing, sailing, sailing

March 26/1 (left this morning at 10 O'clock
the ship is sailing. All hands on board imp. it in
sailing, sailing, sailing, sailing

Remarks Sunday March 27/1 1867
the ship is sailing. All hands on board imp. it in
sailing, sailing, sailing, sailing

March 28/1 (left this morning at 10 O'clock
the ship is sailing. All hands on board imp. it in
sailing, sailing, sailing, sailing

Bar Harbor, 1st Sept 1861

Massachusetts
This is a very fine day. The weather is very
pleasant. The wind is from the north
and the sea is calm. The sun is shining
and the air is fresh. The water is very
clear. The fish are very good. The
meat is very tender. The vegetables are
very fresh. The fruit is very sweet.

Bar Harbor, 2nd Sept 1861
This is a very fine day. The weather is very
pleasant. The wind is from the north
and the sea is calm. The sun is shining
and the air is fresh. The water is very
clear. The fish are very good. The
meat is very tender. The vegetables are
very fresh. The fruit is very sweet.
To the 15th of Sept
To the 15th of Sept

Bar Harbor, 3rd Sept 1861
This is a very fine day. The weather is very
pleasant. The wind is from the north
and the sea is calm. The sun is shining
and the air is fresh. The water is very
clear. The fish are very good. The
meat is very tender. The vegetables are
very fresh. The fruit is very sweet.
To the 15th of Sept
To the 15th of Sept

Bar Harbor, 4th Sept 1861

Bar Harbor, 4th Sept 1861
This is a very fine day. The weather is very
pleasant. The wind is from the north
and the sea is calm. The sun is shining
and the air is fresh. The water is very
clear. The fish are very good. The
meat is very tender. The vegetables are
very fresh. The fruit is very sweet.
To the 15th of Sept
To the 15th of Sept

Bar Harbor, 5th Sept 1861
This is a very fine day. The weather is very
pleasant. The wind is from the north
and the sea is calm. The sun is shining
and the air is fresh. The water is very
clear. The fish are very good. The
meat is very tender. The vegetables are
very fresh. The fruit is very sweet.
To the 15th of Sept
To the 15th of Sept

paper March 27th 1861

March 27th April 1st 1861

At 10⁰⁰ AM my pleasure in getting all hands employed in cutting and tacking over the main and mizzen rigging.

Monday April 2nd 1861
At 10⁰⁰ AM my pleasure in getting all hands employed in cutting and tacking over the main and mizzen rigging.

Tuesday April 3rd 1861
At 10⁰⁰ AM my pleasure in getting all hands employed in cutting and tacking over the main and mizzen rigging.

Wednesday April 4th 1861
At 10⁰⁰ AM my pleasure in getting all hands employed in cutting and tacking over the main and mizzen rigging.

Thursday April 5th 1861
At 10⁰⁰ AM my pleasure in getting all hands employed in cutting and tacking over the main and mizzen rigging.

Friday April 6th 1861
At 10⁰⁰ AM my pleasure in getting all hands employed in cutting and tacking over the main and mizzen rigging.

Saturday April 7th 1861
At 10⁰⁰ AM my pleasure in getting all hands employed in cutting and tacking over the main and mizzen rigging.

Sunday April 8th 1861
At 10⁰⁰ AM my pleasure in getting all hands employed in cutting and tacking over the main and mizzen rigging.

Monday April 9th 1861
At 10⁰⁰ AM my pleasure in getting all hands employed in cutting and tacking over the main and mizzen rigging.

April 11th 1867. B. Hall from Green Tree

Monday April 9th 1867

This day pleasant weather with light breeze from the N. E. standing off and on. I went out in company with Mr. B. & S. & S. in a boat at 10 A.M. & went out on shore and returned on board at 1 P.M. this day.

Tuesday April 10th 1867

This day pleasant weather with light breeze from the N. E. standing off and on. I went out in company with Mr. B. & S. & S. in a boat at 10 A.M. & went out on shore and returned on board at 1 P.M. this day.

Wednesday April 11th 1867

This day pleasant weather with light breeze from the N. E. standing off and on. I went out in company with Mr. B. & S. & S. in a boat at 10 A.M. & went out on shore and returned on board at 1 P.M. this day.

Thursday April 12th 1867

This day begins with light winds from the S. & all sail standing on by E. the middle part the same. The latter part with light winds from all quarters, the water is foul in ordinary rips and seas. Lat 21.31 N. Long 148.15 E.

Friday April 13th 1867

This day begins with light winds from the S. & all sail standing on by E. the middle part the same. The latter part with light winds from all quarters, the water is foul in ordinary rips and seas. Lat 22.16 N. Long 148.32 E.

Saturday April 14th 1867

This day begins with light winds from the S. & all sail standing on by E. the middle part the same. The latter part with light winds from all quarters, the water is foul in ordinary rips and seas. Lat 22.45 N. Long 148.05 E.

Pop on April 1861 (Capt) James A. ...

Monday April 17th 1861
This day begins with severe weather and great winds from the S.W. ...
Leaving 26.38 at 12 o'clock
Leaving 44.42 East

Tuesday April 18th 1861
This day begins with severe weather from the S.W. all sail set ...
Leaving 26.38 at 12 o'clock
Leaving 44.42 East

Wednesday April 19th 1861
This day begins with severe weather and great winds from the S.W. ...
Leaving 26.38 at 12 o'clock
Leaving 44.42 East

Thursday April 20th 1861
This day begins with severe weather and great winds from the S.W. ...
Leaving 26.38 at 12 o'clock
Leaving 44.42 East

Friday April 21st 1861
This day begins with severe weather and great winds from the S.W. ...
Leaving 26.38 at 12 o'clock
Leaving 44.42 East

Saturday April 22nd 1861
This day begins with severe weather and great winds from the S.W. ...
Leaving 26.38 at 12 o'clock
Leaving 44.42 East

Sunday April 23rd 1861
This day begins with severe weather and great winds from the S.W. ...
Leaving 26.38 at 12 o'clock
Leaving 44.42 East

Article on April 1st Capt James C. H. in Boston

Monday April 1st 1867

In this morning with heavy rain from N. S. W. the wind is blowing in the southern part. The water is rising and the spring is in the water. The water is in the water. The water is in the water.

Tuesday April 2nd 1867

This day is a day of rain from the N. S. W. to the ship. The water is in the water. The water is in the water. The water is in the water.

W. B. C. H.

Wednesday April 3rd 1867

This day is a day of rain from the N. S. W. to the ship. The water is in the water. The water is in the water. The water is in the water.

Date 46.55. North
Long 153.28 East

Thursday April 4th 1867

This day is a day of rain from the N. S. W. to the ship. The water is in the water. The water is in the water. The water is in the water.

Date 46.55. North
Long 153.28 East

Friday May 1st 1867

This day is a day of rain from the N. S. W. to the ship. The water is in the water. The water is in the water. The water is in the water.

Saturday May 2nd 1867

This day is a day of rain from the N. S. W. to the ship. The water is in the water. The water is in the water. The water is in the water.

W. B. C. H.

(trans. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845

Barthelme May 1st Capt James C. Davis Master

From the ... May 1st
The wind ... and ...
all night ...
was from the ...
and ... to day, and in sight ...

From the ... May 2nd
The wind ...
from the ...
and ...
in sight ...
beat 30.16 ...
to my 165.41 East -

From the ... May 11th 1867
The wind ...
all night ...
from the ...
in sight ...
beat 30.16 ...

From the ... May 12th 1867
The wind ...
all night ...
from the ...
in sight ...
beat 30.16 ...

From the ... May 13th 1867
The wind ...
all night ...
from the ...
in sight ...
beat 30.16 ...

From the ... May 14th 1867
The wind ...
all night ...
from the ...
in sight ...
beat 30.16 ...

Arctic Ocean by my Capt. Sumner American March 27

James H. Hasty, Esq.

This bay is a bay is 6 or 7 miles long and 2 or 3 miles wide. It is a bay with a small inlet on the west side. The bay is surrounded by low hills. The bay is 15 miles long and 2 or 3 miles wide. The bay is 15 miles long and 2 or 3 miles wide. The bay is 15 miles long and 2 or 3 miles wide.

Thursday May 23 1877

[Faint handwritten notes at the bottom of the page]

the first of the 1750's in which it is
the first of the 1750's in which it is

Friday May 24, 1891
24th. Fair, very good weather and light, westerly winds all day, so
cruising about the ice but saw no whales. If ships in sight - three
hundred.

Remains of the same

1. In the morning, I went to the
 2. The first is from the north, and
 3. The second is from the south, and
 4. The third is from the east, and
 5. The fourth is from the west, and
 6. The fifth is from the north, and
 7. The sixth is from the south, and
 8. The seventh is from the east, and
 9. The eighth is from the west, and
 10. The ninth is from the north, and
 11. The tenth is from the south, and
 12. The eleventh is from the east, and
 13. The twelfth is from the west, and
 14. The thirteenth is from the north, and
 15. The fourteenth is from the south, and
 16. The fifteenth is from the east, and
 17. The sixteenth is from the west, and
 18. The seventeenth is from the north, and
 19. The eighteenth is from the south, and
 20. The nineteenth is from the east, and
 21. The twentieth is from the west, and
 22. The twenty-first is from the north, and
 23. The twenty-second is from the south, and
 24. The twenty-third is from the east, and
 25. The twenty-fourth is from the west, and
 26. The twenty-fifth is from the north, and
 27. The twenty-sixth is from the south, and
 28. The twenty-seventh is from the east, and
 29. The twenty-eighth is from the west, and
 30. The twenty-ninth is from the north, and
 31. The thirtieth is from the south, and
 32. The thirty-first is from the east, and
 33. The thirty-second is from the west, and
 34. The thirty-third is from the north, and
 35. The thirty-fourth is from the south, and
 36. The thirty-fifth is from the east, and
 37. The thirty-sixth is from the west, and
 38. The thirty-seventh is from the north, and
 39. The thirty-eighth is from the south, and
 40. The thirty-ninth is from the east, and
 41. The fortieth is from the west, and
 42. The forty-first is from the north, and
 43. The forty-second is from the south, and
 44. The forty-third is from the east, and
 45. The forty-fourth is from the west, and
 46. The forty-fifth is from the north, and
 47. The forty-sixth is from the south, and
 48. The forty-seventh is from the east, and
 49. The forty-eighth is from the west, and
 50. The forty-ninth is from the north, and
 51. The fiftieth is from the south, and
 52. The fifty-first is from the east, and
 53. The fifty-second is from the west, and
 54. The fifty-third is from the north, and
 55. The fifty-fourth is from the south, and
 56. The fifty-fifth is from the east, and
 57. The fifty-sixth is from the west, and
 58. The fifty-seventh is from the north, and
 59. The fifty-eighth is from the south, and
 60. The fifty-ninth is from the east, and
 61. The sixtieth is from the west, and
 62. The sixty-first is from the north, and
 63. The sixty-second is from the south, and
 64. The sixty-third is from the east, and
 65. The sixty-fourth is from the west, and
 66. The sixty-fifth is from the north, and
 67. The sixty-sixth is from the south, and
 68. The sixty-seventh is from the east, and
 69. The sixty-eighth is from the west, and
 70. The sixty-ninth is from the north, and
 71. The seventieth is from the south, and
 72. The seventy-first is from the east, and
 73. The seventy-second is from the west, and
 74. The seventy-third is from the north, and
 75. The seventy-fourth is from the south, and
 76. The seventy-fifth is from the east, and
 77. The seventy-sixth is from the west, and
 78. The seventy-seventh is from the north, and
 79. The seventy-eighth is from the south, and
 80. The seventy-ninth is from the east, and
 81. The eightieth is from the west, and
 82. The eighty-first is from the north, and
 83. The eighty-second is from the south, and
 84. The eighty-third is from the east, and
 85. The eighty-fourth is from the west, and
 86. The eighty-fifth is from the north, and
 87. The eighty-sixth is from the south, and
 88. The eighty-seventh is from the east, and
 89. The eighty-eighth is from the west, and
 90. The eighty-ninth is from the north, and
 91. The ninetieth is from the south, and
 92. The ninety-first is from the east, and
 93. The ninety-second is from the west, and
 94. The ninety-third is from the north, and
 95. The ninety-fourth is from the south, and
 96. The ninety-fifth is from the east, and
 97. The ninety-sixth is from the west, and
 98. The ninety-seventh is from the north, and
 99. The ninety-eighth is from the south, and
 100. The ninety-ninth is from the east, and
 101. The hundredth is from the west, and
 102. The hundred-first is from the north, and
 103. The hundred-second is from the south, and
 104. The hundred-third is from the east, and
 105. The hundred-fourth is from the west, and
 106. The hundred-fifth is from the north, and
 107. The hundred-sixth is from the south, and
 108. The hundred-seventh is from the east, and
 109. The hundred-eighth is from the west, and
 110. The hundred-ninth is from the north, and
 111. The hundred-tenth is from the south, and
 112. The hundred-eleventh is from the east, and
 113. The hundred-twelfth is from the west, and
 114. The hundred-thirteenth is from the north, and
 115. The hundred-fourteenth is from the south, and
 116. The hundred-fifteenth is from the east, and
 117. The hundred-sixteenth is from the west, and
 118. The hundred-seventeenth is from the north, and
 119. The hundred-eighteenth is from the south, and
 120. The hundred-nineteenth is from the east, and
 121. The hundred-twentieth is from the west, and
 122. The hundred-twenty-first is from the north, and
 123. The hundred-twenty-second is from the south, and
 124. The hundred-twenty-third is from the east, and
 125. The hundred-twenty-fourth is from the west, and
 126. The hundred-twenty-fifth is from the north, and
 127. The hundred-twenty-sixth is from the south, and
 128. The hundred-twenty-seventh is from the east, and
 129. The hundred-twenty-eighth is from the west, and
 130. The hundred-twenty-ninth is from the north, and
 131. The hundred-thirtieth is from the south, and
 132. The hundred-thirty-first is from the east, and
 133. The hundred-thirty-second is from the west, and
 134. The hundred-thirty-third is from the north, and
 135. The hundred-thirty-fourth is from the south, and
 136. The hundred-thirty-fifth is from the east, and
 137. The hundred-thirty-sixth is from the west, and
 138. The hundred-thirty-seventh is from the north, and
 139. The hundred-thirty-eighth is from the south, and
 140. The hundred-thirty-ninth is from the east, and
 141. The hundred-fortieth is from the west, and
 142. The hundred-forty-first is from the north, and
 143. The hundred-forty-second is from the south, and
 144. The hundred-forty-third is from the east, and
 145. The hundred-forty-fourth is from the west, and
 146. The hundred-forty-fifth is from the north, and
 147. The hundred-forty-sixth is from the south, and
 148. The hundred-forty-seventh is from the east, and
 149. The hundred-forty-eighth is from the west, and
 150. The hundred-forty-ninth is from the north, and
 151. The hundred-fiftieth is from the south, and
 152. The hundred-fifty-first is from the east, and
 153. The hundred-fifty-second is from the west, and
 154. The hundred-fifty-third is from the north, and
 155. The hundred-fifty-fourth is from the south, and
 156. The hundred-fifty-fifth is from the east, and
 157. The hundred-fifty-sixth is from the west, and
 158. The hundred-fifty-seventh is from the north, and
 159. The hundred-fifty-eighth is from the south, and
 160. The hundred-fifty-ninth is from the east, and
 161. The hundred-sixtieth is from the west, and
 162. The hundred-sixty-first is from the north, and
 163. The hundred-sixty-second is from the south, and
 164. The hundred-sixty-third is from the east, and
 165. The hundred-sixty-fourth is from the west, and
 166. The hundred-sixty-fifth is from the north, and
 167. The hundred-sixty-sixth is from the south, and
 168. The hundred-sixty-seventh is from the east, and
 169. The hundred-sixty-eighth is from the west, and
 170. The hundred-sixty-ninth is from the north, and
 171. The hundred-seventieth is from the south, and
 172. The hundred-seventy-first is from the east, and
 173. The hundred-seventy-second is from the west, and
 174. The hundred-seventy-third is from the north, and
 175. The hundred-seventy-fourth is from the south, and
 176. The hundred-seventy-fifth is from the east, and
 177. The hundred-seventy-sixth is from the west, and
 178. The hundred-seventy-seventh is from the north, and
 179. The hundred-seventy-eighth is from the south, and
 180. The hundred-seventy-ninth is from the east, and
 181. The hundred-eightieth is from the west, and
 182. The hundred-eighty-first is from the north, and
 183. The hundred-eighty-second is from the south, and
 184. The hundred-eighty-third is from the east, and
 185. The hundred-eighty-fourth is from the west, and
 186. The hundred-eighty-fifth is from the north, and
 187. The hundred-eighty-sixth is from the south, and
 188. The hundred-eighty-seventh is from the east, and
 189. The hundred-eighty-eighth is from the west, and
 190. The hundred-eighty-ninth is from the north, and
 191. The hundred-ninetyth is from the south, and
 192. The hundred-ninety-first is from the east, and
 193. The hundred-ninety-second is from the west, and
 194. The hundred-ninety-third is from the north, and
 195. The hundred-ninety-fourth is from the south, and
 196. The hundred-ninety-fifth is from the east, and
 197. The hundred-ninety-sixth is from the west, and
 198. The hundred-ninety-seventh is from the north, and
 199. The hundred-ninety-eighth is from the south, and
 200. The hundred-ninety-ninth is from the east, and
 201. The two hundredth is from the west, and
 202. The two hundred-first is from the north, and
 203. The two hundred-second is from the south, and
 204. The two hundred-third is from the east, and
 205. The two hundred-fourth is from the west, and
 206. The two hundred-fifth is from the north, and
 207. The two hundred-sixth is from the south, and
 208. The two hundred-seventh is from the east, and
 209. The two hundred-eighth is from the west, and
 210. The two hundred-ninth is from the north, and
 211. The two hundred-tenth is from the south, and
 212. The two hundred-eleventh is from the east, and
 213. The two hundred-twelfth is from the west, and
 214. The two hundred-thirteenth is from the north, and
 215. The two hundred-fourteenth is from the south, and

()

[illegible]

Remains, Norway, 71, 197

28, 1867

Aug 28. 1867
 as they go to a northward give the soil under snow said
 surface is about 20 inches in eight or nine
 feet. The snow is about 10 inches in depth. The soil is
 very fertile and moist. The soil is called the
 "fertilizing soil" and is very rich in fertility.

3rd Cruise in the 3rd Lord Cruising in the Atlantic Sea

Journal Wednesday May 24th 1867
The day was very fine and the weather was very good. The ship was out at 10 o'clock and went on a cruise. The weather was very good and the ship was out at 10 o'clock and went on a cruise. The weather was very good and the ship was out at 10 o'clock and went on a cruise.

Journal Thursday May 25th 1867
The day was very fine and the weather was very good. The ship was out at 10 o'clock and went on a cruise. The weather was very good and the ship was out at 10 o'clock and went on a cruise.

Journal Friday May 26th 1867
The day was very fine and the weather was very good. The ship was out at 10 o'clock and went on a cruise. The weather was very good and the ship was out at 10 o'clock and went on a cruise.

Journal Saturday June 1st 1867
The day was very fine and the weather was very good. The ship was out at 10 o'clock and went on a cruise. The weather was very good and the ship was out at 10 o'clock and went on a cruise.

Journal Sunday June 2nd 1867
The day was very fine and the weather was very good. The ship was out at 10 o'clock and went on a cruise. The weather was very good and the ship was out at 10 o'clock and went on a cruise.

Journal Monday June 3rd 1867
The day was very fine and the weather was very good. The ship was out at 10 o'clock and went on a cruise. The weather was very good and the ship was out at 10 o'clock and went on a cruise.

Journal Tuesday June 4th 1867
The day was very fine and the weather was very good. The ship was out at 10 o'clock and went on a cruise. The weather was very good and the ship was out at 10 o'clock and went on a cruise.

Myself Capt James C. Beebe Master

Monday March 1st 1867

We are beginning with a fine day and light breezes from the S. West
and all morning and each hour of the time, at 4 P.M.
the visit the Dutch ship Perry of New Bedford Capt James
three weeks this morning. The latter part of the day with a light breeze
and light breeze from the S. West. The ship Perry of New Bedford
at the ship was from New Bedford Capt James
am and what is to be done at the ship. The ship
and what is to be done at the ship.

Tuesday March 2nd 1867

The morning with a fine pleasant weather and light winds from
the S. West and the ship Perry of New Bedford
and what is to be done at the ship.

Wednesday March 3rd 1867

All the forenoon clear & water and huffing winds at light
the ship Perry of New Bedford
the ship Perry of New Bedford
the ship Perry of New Bedford

Thursday March 4th 1867

The morning with a fine pleasant weather and light winds from
the S. West and the ship Perry of New Bedford
the ship Perry of New Bedford
the ship Perry of New Bedford

Friday March 5th 1867

All this forenoon with a fine pleasant weather and light winds from
the S. West and the ship Perry of New Bedford
the ship Perry of New Bedford
the ship Perry of New Bedford

Saturday March 6th 1867

Only a light breeze from the S. West and light winds from
the S. West and the ship Perry of New Bedford
the ship Perry of New Bedford
the ship Perry of New Bedford

Barb. Bureau of 1st Regt. Cruising in the air

(Monday June 11th 1861)

This day our men were engaged from 6:00
until 10:00 in the morning. The wind was
light in the morning and strong in the afternoon.

(Tuesday June 12th 1861)

All this day we were in the air. At 1:00 all sail set
and the men were engaged. The men were finished sailing out and
with a strong wind. A.C.C.

(Wednesday June 13th 1861)

This day we were in the air. At 1:00 all sail set
and the men were engaged. The men were finished sailing out and
with a strong wind. A.C.C.

(Thursday June 14th 1861)

This day we were in the air. At 1:00 all sail set
and the men were engaged. The men were finished sailing out and
with a strong wind. A.C.C.

(Friday June 15th 1861)

This day we were in the air. At 1:00 all sail set
and the men were engaged. The men were finished sailing out and
with a strong wind. A.C.C.

(Saturday June 16th 1861)

This day we were in the air. At 1:00 all sail set
and the men were engaged. The men were finished sailing out and
with a strong wind. A.C.C.

(Sunday June 17th 1861)

This day we were in the air. At 1:00 all sail set
and the men were engaged. The men were finished sailing out and
with a strong wind. A.C.C.

A.C.C.

Mon June 18th Left James C. Luciani Boston

Remarks Tuesday June 19th 1867

This day's trip was a rather an early one but
wind all day & starting at 8 AM. By 10 AM
we had a 25% headwind which of the 8 light at 11 AM
we had a 30% headwind. By evening we had a 40% headwind
which was a rather bad one.

Remarks Wednesday June 20th 1867

This day's trip was a rather an early one but
wind all day & starting at 8 AM. By 10 AM
we had a 25% headwind which of the 8 light at 11 AM
we had a 30% headwind. By evening we had a 40% headwind
which was a rather bad one.

Remarks Thursday June 21st 1867

This day's trip was a rather an early one but
wind all day & starting at 8 AM. By 10 AM
we had a 25% headwind which of the 8 light at 11 AM
we had a 30% headwind. By evening we had a 40% headwind
which was a rather bad one.

Remarks Friday June 22nd 1867

This day's trip was a rather an early one but
wind all day & starting at 8 AM. By 10 AM
we had a 25% headwind which of the 8 light at 11 AM
we had a 30% headwind. By evening we had a 40% headwind
which was a rather bad one.

Remarks Saturday June 23rd 1867

This day's trip was a rather an early one but
wind all day & starting at 8 AM. By 10 AM
we had a 25% headwind which of the 8 light at 11 AM
we had a 30% headwind. By evening we had a 40% headwind
which was a rather bad one.

C. V. O. & Co

Remarks Sunday June 24th 1867

This day's trip was a rather an early one but
wind all day & starting at 8 AM. By 10 AM
we had a 25% headwind which of the 8 light at 11 AM
we had a 30% headwind. By evening we had a 40% headwind
which was a rather bad one.

C. V. O. & Co

Part 1 - Cruising in the Channel

Monday June 24th 1864

At this pleasant weather with light southerly winds
at 10 AM sailing to the north east & 5 PM
the ship was hauled out the netting 3 ships
were in sight and after 4 PM sailing. At
the same time the land was in sight the day

AD 1864

Remarks Tuesday June 25th 1864

At this light northerly winds and pleasant weather
at 10 AM sailing to the north east & at 3 PM
the ship was hauled out the netting 3 ships
were in sight and after 4 PM sailing. At
the same time the land was in sight the day

AD 1864

Remarks Wednesday June 26th 1864

At this light northerly winds and pleasant weather
at 10 AM sailing to the north east & at 3 PM
the ship was hauled out the netting 3 ships
were in sight and after 4 PM sailing. At
the same time the land was in sight the day

AD 1864

Remarks Thursday June 27th 1864

At this light northerly winds and pleasant weather
at 10 AM sailing to the north east & at 3 PM
the ship was hauled out the netting 3 ships
were in sight and after 4 PM sailing. At
the same time the land was in sight the day

AD 1864

Remarks Friday June 28th 1864

At this light northerly winds and pleasant weather
at 10 AM sailing to the north east & at 3 PM
the ship was hauled out the netting 3 ships
were in sight and after 4 PM sailing. At
the same time the land was in sight the day

AD 1864

Remarks Saturday June 29th 1864

At this light northerly winds and pleasant weather
at 10 AM sailing to the north east & at 3 PM
the ship was hauled out the netting 3 ships
were in sight and after 4 PM sailing. At
the same time the land was in sight the day

AD 1864

June 1867 Capt James C. Andrus Master

Friday Sunday July 1st 1867

This day began with quite pleasant weather and light S. E. breeze. I sailed off working by night to the windward. At 4.30 P.M. found three boats far ahead but without success at 11 P.M. found again and at the same time the middle part of the day I was in and wind increased. I did not see any other ships in sight on the whole this day.

At 10 P.M.

Saturday Monday July 2nd 1867

This day began with weather and light S. E. breeze all day but during morning breeze. I did not see any other ships in sight. I saw a few birds in the air. I saw the same birds as on the 1st.

At 10 P.M.

Sunday Tuesday July 3rd 1867

This day began with weather and light winds from the S. E. and S. W. I sailed off during the night and at 10 P.M. found three ships in sight. I saw no other ships and no other birds.

At 10 P.M.

Monday Wednesday July 4th 1867

This day began with pleasant weather and light winds from the N. E. I sailed off during the night and at 10 P.M. found three ships in sight. I saw no other ships and no other birds. The middle part of the night I was in and wind increased. I did not see any other ships in sight on the whole this day.

At 10 P.M.

Tuesday Thursday July 5th 1867

This day began with pleasant weather and light winds from the N. E. I sailed off during the night and at 10 P.M. found three ships in sight. I saw no other ships and no other birds. The middle part of the night I was in and wind increased. I did not see any other ships in sight on the whole this day.

Wednesday Friday July 6th 1867

This day began with pleasant weather and light winds from the N. E. I sailed off during the night and at 10 P.M. found three ships in sight. I saw no other ships and no other birds. The middle part of the night I was in and wind increased. I did not see any other ships in sight on the whole this day.

At 10 P.M.

July 11/87 Capt James C. H. Line Boston

Remains Friday July 12/87

This is a very fine day, with a fine breeze from the N.W. at 10 A.M. set in, and the wind blowing in the N.W. and some no. winds some fine weathering in a fair wind from the N.W. at 10 A.M.

Remains Saturday July 13/87

This is a very fine day, with a fine breeze from the N.W. at 10 A.M. set in, and the wind blowing in the N.W. and some no. winds some fine weathering in a fair wind from the N.W. at 10 A.M.

Remains Sunday July 14/87

This is a very fine day, with a fine breeze from the N.W. at 10 A.M. set in, and the wind blowing in the N.W. and some no. winds some fine weathering in a fair wind from the N.W. at 10 A.M.

Set 10.22 North

Remains Monday July 15/87

This is a very fine day, with a fine breeze from the N.W. at 10 A.M. set in, and the wind blowing in the N.W. and some no. winds some fine weathering in a fair wind from the N.W. at 10 A.M.

Set 10.22 North

Remains Tuesday July 16/87

This is a very fine day, with a fine breeze from the N.W. at 10 A.M. set in, and the wind blowing in the N.W. and some no. winds some fine weathering in a fair wind from the N.W. at 10 A.M.

Set 10.22 North

Remains Wednesday July 17/87

This is a very fine day, with a fine breeze from the N.W. at 10 A.M. set in, and the wind blowing in the N.W. and some no. winds some fine weathering in a fair wind from the N.W. at 10 A.M.

Set 10.22 North

8th March / 1906 Cruising in the Linn.

(
This my first visit to the F.C. is
very interesting. I am going 2000 yds
to the top of the hill at 1000 ft. This is by far
the most beautiful view I have ever
seen. I am going to the top of the hill
and will be back at 1000 ft. (the top of the hill)
S.A. F.C. 10

Friday July 11th 1857
 I left my tent for the first time & going
 on to the spring, a distance of 10 miles. All
 went very well and I arrived at the spring
 at 10 o'clock.

From Saturday Aug 21 1867
 This day I was out early in the morning
 and digging in the field, - I
 found a few beetles, but not many, - I
 sent them to the post office.
 Remains Sunday Aug 22 1867

Remarks, Sunday, July 27: 1867
is a very good day for the purpose of all
the work, and the weather is very pleasant.
The water in the pond is very clear and the
fish are very healthy.

Journal, Tuesday July 24 1867
 This day, after the month of June, the time of day is nearly
 all spent in driving - the southern along the ice
 in driving, maybe thirteen in all this day
 The

[Faint handwritten notes at the bottom of the page]

I have a very good one (see page 21)
 I have a very good one (see page 21)
 I have a very good one (see page 21)

3. *Chrysomelidae* 1853
 1. *Chrysomelidae* 1853
 2. *Chrysomelidae* 1853
 3. *Chrysomelidae* 1853
 4. *Chrysomelidae* 1853
 5. *Chrysomelidae* 1853
 6. *Chrysomelidae* 1853
 7. *Chrysomelidae* 1853
 8. *Chrysomelidae* 1853
 9. *Chrysomelidae* 1853
 10. *Chrysomelidae* 1853
 11. *Chrysomelidae* 1853
 12. *Chrysomelidae* 1853
 13. *Chrysomelidae* 1853
 14. *Chrysomelidae* 1853
 15. *Chrysomelidae* 1853
 16. *Chrysomelidae* 1853
 17. *Chrysomelidae* 1853
 18. *Chrysomelidae* 1853
 19. *Chrysomelidae* 1853
 20. *Chrysomelidae* 1853
 21. *Chrysomelidae* 1853
 22. *Chrysomelidae* 1853
 23. *Chrysomelidae* 1853
 24. *Chrysomelidae* 1853
 25. *Chrysomelidae* 1853
 26. *Chrysomelidae* 1853
 27. *Chrysomelidae* 1853
 28. *Chrysomelidae* 1853
 29. *Chrysomelidae* 1853
 30. *Chrysomelidae* 1853
 31. *Chrysomelidae* 1853
 32. *Chrysomelidae* 1853
 33. *Chrysomelidae* 1853
 34. *Chrysomelidae* 1853
 35. *Chrysomelidae* 1853
 36. *Chrysomelidae* 1853
 37. *Chrysomelidae* 1853
 38. *Chrysomelidae* 1853
 39. *Chrysomelidae* 1853
 40. *Chrysomelidae* 1853
 41. *Chrysomelidae* 1853
 42. *Chrysomelidae* 1853
 43. *Chrysomelidae* 1853
 44. *Chrysomelidae* 1853
 45. *Chrysomelidae* 1853
 46. *Chrysomelidae* 1853
 47. *Chrysomelidae* 1853
 48. *Chrysomelidae* 1853
 49. *Chrysomelidae* 1853
 50. *Chrysomelidae* 1853
 51. *Chrysomelidae* 1853
 52. *Chrysomelidae* 1853
 53. *Chrysomelidae* 1853
 54. *Chrysomelidae* 1853
 55. *Chrysomelidae* 1853
 56. *Chrysomelidae* 1853
 57. *Chrysomelidae* 1853
 58. *Chrysomelidae* 1853
 59. *Chrysomelidae* 1853
 60. *Chrysomelidae* 1853
 61. *Chrysomelidae* 1853
 62. *Chrysomelidae* 1853
 63. *Chrysomelidae* 1853
 64. *Chrysomelidae* 1853
 65. *Chrysomelidae* 1853
 66. *Chrysomelidae* 1853
 67. *Chrysomelidae* 1853
 68. *Chrysomelidae* 1853
 69. *Chrysomelidae* 1853
 70. *Chrysomelidae* 1853
 71. *Chrysomelidae* 1853
 72. *Chrysomelidae* 1853
 73. *Chrysomelidae* 1853
 74. *Chrysomelidae* 1853
 75. *Chrysomelidae* 1853
 76. *Chrysomelidae* 1853
 77. *Chrysomelidae* 1853
 78. *Chrysomelidae* 1853
 79. *Chrysomelidae* 1853
 80. *Chrysomelidae* 1853
 81. *Chrysomelidae* 1853
 82. *Chrysomelidae* 1853
 83. *Chrysomelidae* 1853
 84. *Chrysomelidae* 1853
 85. *Chrysomelidae* 1853
 86. *Chrysomelidae* 1853
 87. *Chrysomelidae* 1853
 88. *Chrysomelidae* 1853
 89. *Chrysomelidae* 1853
 90. *Chrysomelidae* 1853
 91. *Chrysomelidae* 1853
 92. *Chrysomelidae* 1853
 93. *Chrysomelidae* 1853
 94. *Chrysomelidae* 1853
 95. *Chrysomelidae* 1853
 96. *Chrysomelidae* 1853
 97. *Chrysomelidae* 1853
 98. *Chrysomelidae* 1853
 99. *Chrysomelidae* 1853
 100. *Chrysomelidae* 1853

From Charles Mague - Oct 1861
This is a very fine specimen of the plant from the same place as before - It is a small plant with a single stem and a few leaves at the top. The fruit is a small, round, greenish-yellow berry. The plant is very common in the woods.

August 1867 Capt. James C. Ashline Master

1888

[illegible]

Remains Friday August 7th 1861

From the following August 17th 1871

On the 1st day of August the ice at this place was about twelve ships in size and the first of the season of breaking of ice and the first of the season of breaking of ice.

January 1, 1861
at the middle of the

the air is much purer than it is in
London, and is refreshing to the lungs. The weather is
company. The afternoon light is beautiful, and the
is really the best of the morning and evening light.

Remo to Bentley August 12th 1867

After day begins with light air from the N. E. & S. E. with
blowing in the wind in the afternoon with light air,
several ships in company, the middle part of the rain and
from the N. E. & S. E. in light air, the latter part of the
squalls, in the rain.

Kennedy, August 13, 1887

was by light in 8 inches - first I put several snow
balls in air & jiggling in the strainer, the ice the
middle and outer parts of the snow balls
were in air only, thin & soft & faster left the ice
and the snow balls.

August 1867 Capt James Andrew Macdonald
 Remains Sunday August 20th 1867
 This day the wind was strong (N.W.) in the morning and
 from the ship under the sails. The wind and the ship
 and on the ice some small pieces of the middle part of the
 the latter part snow in squalls at 8:30 A.M. I went three
 for a distance without success. At the end of the
 day I could see in sight distant about 15 miles bearing
 of compass N.E. 1/2 E. (S.E. by E) a long white and blue
 line which the ship was at this day N.E. 1/2 E.

Remains Wednesday August 21st 1867
 This day begins with strong N.W. winds of ship under the sails
 and the ship zigzagging about the ice, squalling in
 squalls in the middle of the day. The ship was at 10
 miles to the westward by the end of the day the wind turned
 bearing S.W. about 55 miles the wind was shifting in sight and
 remains this day N.E. 1/2 E.

Remains Thursday August 22nd 1867
 This day begins with winds from the eastward and south of
 the ship under the sails, squalling about the ice some whale
 and the ship under the sails, squalling about the middle part
 the wind turned S.W. 1/2 W. and the ship zigzagging about the
 the latter part the wind shifted by the wind on the northern
 part. 15 miles in sight are sailing at meridian
 S.E. and the ship is 15 miles bearing of compass
 S.E. 1/2 E. and the ship is 15 miles bearing of compass
 S.E. 1/2 E. and the ship is 15 miles bearing of compass
 S.E. 1/2 E. and the ship is 15 miles bearing of compass

Remains Friday August 23rd 1867
 This day begins with winds from the eastward and south of
 the ship under the sails, squalling about the ice some whale
 and the ship under the sails, squalling about the middle part
 the wind turned S.W. 1/2 W. and the ship zigzagging about the
 the latter part the wind shifted by the wind on the northern
 part. 15 miles in sight are sailing at meridian
 S.E. and the ship is 15 miles bearing of compass
 S.E. 1/2 E. and the ship is 15 miles bearing of compass
 S.E. 1/2 E. and the ship is 15 miles bearing of compass

B. & A. were full of B. but ruining in the Arctic
 (June 2) July 24 1861
 This day began to find large numbers of seals and
 sharks from the ice, also saw some
 muskoxen and caribou. The first being
 a muskox and the other a caribou.

(June 2) Sunday August 24 1861
 This day began to find large numbers of seals and
 sharks from the ice, also saw some
 muskoxen and caribou. The first being
 a muskox and the other a caribou.

(June 2) Sunday August 24 1861
 This day began to find large numbers of seals and
 sharks from the ice, also saw some
 muskoxen and caribou. The first being
 a muskox and the other a caribou.

(June 2) Sunday August 24 1861
 This day began to find large numbers of seals and
 sharks from the ice, also saw some
 muskoxen and caribou. The first being
 a muskox and the other a caribou.

(June 2) Sunday August 24 1861
 This day began to find large numbers of seals and
 sharks from the ice, also saw some
 muskoxen and caribou. The first being
 a muskox and the other a caribou.

George Thompson Oct 27/88

[illegible]

From the Saturday Evening Post, 1881

Monday September 18th 1866

made by J. T. W. 2nd 1871

September 1867 Capt. James C. ...

Remains Sunday September 2nd 1867 (...)
... the ship ... the ... and ...

Remains Monday September 3rd 1867 (...)
... the ship ... the ... and ...

Remains Tuesday September 4th 1867 (...)
... the ship ... the ... and ...

Remains Wednesday September 5th 1867 (...)
... the ship ... the ... and ...

Remains Thursday September 6th 1867 (...)
... the ship ... the ... and ...

Remains Friday September 7th 1867 (...)
... the ship ... the ... and ...

B. H. ... M. B. ...

November, Saturday 21st. Winter of 1871.

[illegible]

Remarks Sunday May 1st 1861
Died 11:30 a.m. from the S.S.

24. This is a 1/2 inch from the S. S. side of a young
beetle, set on its side, with its wings brown and its
dark body and legs. - 1/4 inch long
large. Williams' description, 1/4 inch long
which is a small one, but not a small one
and it is this day

"
Kumars, B. n. b. I found her 60 W. 1.
This is a very fine bird + mother.

this my region light & northerly winds up sails &
 zigzagging about our anchor & under the 5 P.M. scene
 showed the three masts & parts of the car
 quarters & got went gone and to water try & missed
 the water. - That he was in the water
 and (a) in the water. - The latter part of the day
 and on the 1st

Reminds Tuesday September 11th 1871

This day we left the ship at 10 AM and sailed
 out zigzagging up the river. The first of the
 hills we passed was the high ridge of the
 hills. The water was very shallow and the
 boat was very small. The water was very
 shallow and the boat was very small. The
 water was very shallow and the boat was
 very small. The water was very shallow
 and the boat was very small. The water
 was very shallow and the boat was very
 small. The water was very shallow and
 the boat was very small. The water was
 very shallow and the boat was very small.
 No other

James Frederick, September 15th 1861

Received of the Treasurer of the University of Cambridge
the sum of £1000

Friday Sept 20th 1881

Amiens 1741 f. m. 21/18

From the South, I find 224 + 156 = 380
 miles, but I find it is 400.

Am 25. 6. 1871

Bark Howard's Blue Bird rising in the air to
fly over the building. It was seen about 10 o'clock.
This bird was seen with a dark blue wing under
its tail giving it about 100 ft. number of feet
above the ground without success. several birds in
sight at the back and body and even to

D. C. H.

From May 1st to 15th 1851
The ship was in the harbor of
New York for the most of the day under
sail in the harbor and on the 15th
she left for the time being with
the following cargo.

1. *Amorpha fruticosa* L.
 2. *Amorpha fruticosa* L.
 3. *Amorpha fruticosa* L.
 4. *Amorpha fruticosa* L.
 5. *Amorpha fruticosa* L.
 6. *Amorpha fruticosa* L.
 7. *Amorpha fruticosa* L.
 8. *Amorpha fruticosa* L.
 9. *Amorpha fruticosa* L.
 10. *Amorpha fruticosa* L.

[illegible]

[Faint handwritten notes, possibly bleed-through from the reverse side.]

[illegible]

Mar 1. For 18.7 Cft from the Avenue. Has to

[illegible][illegible]

Remarks, Sunday October 13th 1867
All day clear, very cool weather.

All this day very bad weather and light rain steadily
until 8 - 11 p.m. - S. - 20° F.

From Henry Dear 14th 1861

[illegible]

(Tuesday October 15th 1861)

[illegible]

Received of the Treasurer 16th 1869

it is a high tide breeze at $\frac{1}{2}$ wind, the ship under easy sail
drifted in riding the middle part wind veered to a rather
strong in position. At 1.30 A.M. started the 4.00
and passed the same on the 1.00 and 1.30 and
with wire not yet in of the wire being out
and round. At 1.45 of the 1.00

Inside San Francisco, 1861 (1st Street Station) 1861

From the 1st Street Station

This day again the weather is very warm and the sun is shining brightly upon the city and the bay. The wind is from the south and the sea is calm. The water is very clear and the sky is blue. The sun is shining brightly upon the city and the bay. The wind is from the south and the sea is calm. The water is very clear and the sky is blue.

From the 1st Street Station, 31st 1861

This day again the weather is very warm and the sun is shining brightly upon the city and the bay. The wind is from the south and the sea is calm. The water is very clear and the sky is blue. The sun is shining brightly upon the city and the bay. The wind is from the south and the sea is calm. The water is very clear and the sky is blue.

From the 1st Street Station, November 1st 1861

This day again the weather is very warm and the sun is shining brightly upon the city and the bay. The wind is from the south and the sea is calm. The water is very clear and the sky is blue. The sun is shining brightly upon the city and the bay. The wind is from the south and the sea is calm. The water is very clear and the sky is blue.

From the 1st Street Station, November 2nd 1861

This day again the weather is very warm and the sun is shining brightly upon the city and the bay. The wind is from the south and the sea is calm. The water is very clear and the sky is blue. The sun is shining brightly upon the city and the bay. The wind is from the south and the sea is calm. The water is very clear and the sky is blue.

From the 1st Street Station, November 3rd 1861

This day again the weather is very warm and the sun is shining brightly upon the city and the bay. The wind is from the south and the sea is calm. The water is very clear and the sky is blue. The sun is shining brightly upon the city and the bay. The wind is from the south and the sea is calm. The water is very clear and the sky is blue.

[Faint handwritten notes, possibly bleed-through from the reverse side.]

From Thursday Nov. 1st. 1867
 It is very fine here in the morning and
 rises as the day advances to a fine ESE & the
 middle part of the rain falls at night and light
 rain continues. The thermometer is rising
 quite rapidly so it is now 70° F.

Kennedy, Saturday, Nov. 11. 1881
 At this day, prospect is so that it will all
 be set. in a few days in ordinary ship duty
 Dec 4, 1881
 Dec 11, 1881

San Francisco November 18th 1861

Remarks Saturday November 24th 1861
This morning with light N.W. wind and light rain at 11
sailed for Astoria by 11:30 AM. The middle part of the day was
S.W. wind and light rain. The day was very disagreeable
in making this my first trip. The rest of the day was
in making my first trip and was very disagreeable.

Remarks Sunday November 25th 1861
This morning with light N.W. wind and light rain at 11
sailed for Astoria by 11:30 AM. The middle part of the day was
S.W. wind and light rain. The day was very disagreeable
in making this my first trip. The rest of the day was
in making my first trip and was very disagreeable.

San Francisco Civil account

Remarks Monday November 26th 1861
This morning with light N.W. wind and light rain at 11
sailed for Astoria by 11:30 AM. The middle part of the day was
S.W. wind and light rain. The day was very disagreeable
in making this my first trip. The rest of the day was
in making my first trip and was very disagreeable.

Remarks Tuesday November 27th 1861
This morning with light N.W. wind and light rain at 11
sailed for Astoria by 11:30 AM. The middle part of the day was
S.W. wind and light rain. The day was very disagreeable
in making this my first trip. The rest of the day was
in making my first trip and was very disagreeable.

Remarks Wednesday November 28th 1861
This morning with light N.W. wind and light rain at 11
sailed for Astoria by 11:30 AM. The middle part of the day was
S.W. wind and light rain. The day was very disagreeable
in making this my first trip. The rest of the day was
in making my first trip and was very disagreeable.

December 1867 Capt. James Andrew Smith

Remarks Friday December 6th 1867

The weather continues good, and it is quite smooth, implied
in the ordinary ship's duty and so on.

Remarks Saturday December 7th 1867

This day being a day of rest, and it is quite smooth, implied
in the ordinary ship's duty and so on.

Remarks Sunday December 8th 1867

This day being a day of rest, and it is quite smooth, implied
in the ordinary ship's duty and so on.

Remarks Monday December 9th 1867

This day being a day of rest, and it is quite smooth, implied
in the ordinary ship's duty and so on.

Remarks Tuesday December 10th 1867

This day being a day of rest, and it is quite smooth, implied
in the ordinary ship's duty and so on.

Remarks Wednesday December 11th 1867

This day being a day of rest, and it is quite smooth, implied
in the ordinary ship's duty and so on.

Remarks Thursday December 12th 1867

This day being a day of rest, and it is quite smooth, implied
in the ordinary ship's duty and so on.

Bark Aurora for New Bedford at San Francisco

Remo's Field, December 15-1861

It is a great pleasure to me to find that you are
so busy and so busy with your work.

15. Schätz. Dezember 1861

At 9 1/2 mi. from the mouth of the river, the
impoundment was found to be 1/2 mi. long,
and 1/2 mi. wide, and the water was 1/2 mi. deep.

Monday, December 15th 1887
This day the weather not very clear.

This day the weather not very pleasant. Frequent & variable winds. In flood in ordinary quantity.

Monday June 21st 1871
This was day, and the night

This day by a late light wind & rain & squalls
and it is raining & the wind is from the north
and the temperature is 50°.

Amelia, 17. 1841

I will send you
some more of them soon if I can
I have some more of them in the
storehouse at present.

(1) May 7th Sunday June 1867
is by being not rainy weather

This day being a rainy weather and fog & S. E. winds.
I remained at home up till 10 o'clock in the forenoon
and went to my office till 12 o'clock in the afternoon.

Received from the Hon. Mr. [illegible] [illegible]

14th Sept 1871

Back Home of New Bedford at San Francisco

Remarks Tuesday December 24th 1861

This day again, with light S.W. wind. weather pretty good and clear. After noon a heavy rain set in and continued until midnight. Impaired on board in receiving provisions and storing them away. A gang of carpenters at work on the ship repairing the hull and on the 22nd inst.

Remarks Wednesday December 25th 1861

The night of this day rainy and fresh wind from the N.W. on board at work. seems to be done.

Remarks Thursday December 26th 1861

This day pleasant and light S.W. wind. Impaired in receiving provisions. The carpenters repairing the hull and on the 22nd inst.

Remarks Friday December 27th 1861

At this day pleasant weather. At 11 A.M. the stern tug, for a long time from the ship and being as it is the day under the nine bottoms, not started on a job. The fire engines started and the carpenters at work finishing the repairing several more of the masts covered. Impaired in storing up the hole.

Remarks Saturday December 28th 1861

This day pleasant weather. At 11 A.M. the stern tug, for a long time from the ship and being as it is the day under the nine bottoms, not started on a job. The fire engines started and the carpenters at work finishing the repairing several more of the masts covered. Impaired in storing up the hole.

Remarks Sunday December 29th 1861

This day pleasant weather. At 11 A.M. the stern tug, for a long time from the ship and being as it is the day under the nine bottoms, not started on a job. The fire engines started and the carpenters at work finishing the repairing several more of the masts covered. Impaired in storing up the hole.

Remarks Monday December 30th 1861

This day pleasant weather. At 11 A.M. the stern tug, for a long time from the ship and being as it is the day under the nine bottoms, not started on a job. The fire engines started and the carpenters at work finishing the repairing several more of the masts covered. Impaired in storing up the hole.

December 1st Capt James H. Master

Remarks Thursday 1st December 1867
the most of this day employed water and 8 winds doing nothing on board water to sailing

Remarks Wednesday January 1st 1868
this day rain and strong winds from the S.W. doing nothing on board

Remarks Thursday January 2nd 1868
this day full of clouds with strong winds from the S.W. doing nothing on board in 2 water to sailing

Remarks Friday January 3rd 1868
this day full of clouds with light S.W. winds. Employed water to sailing

Remarks Saturday January 4th 1868
this day very good weather. doing nothing on board. Sailing

Remarks Sunday January 5th 1868
this day very good weather with light S.W. winds. doing nothing on board

Remarks Monday January 6th 1868
this day full of clouds with light S.W. winds from the S.W. to S.E. doing nothing on board

Remarks Tuesday January 7th 1868
this day full of clouds with light S.E. winds. doing nothing on board. The vessel is now in the river and passing the point and out to the ship all ready for sea

Remarks Wednesday January 8th 1868
this day full of clouds with light S.W. winds. doing nothing on board. The vessel is now in the river and passing the point and out to the ship all ready for sea

Remarks Thursday January 9th 1868. See Account.
this day full of clouds with light S.W. winds. doing nothing on board. The vessel is now in the river and passing the point and out to the ship all ready for sea

James H. Master

Cruising Southward January 1868 Capt. James Andrew Part 2

Remarks Friday January 17th 1868
This day pleasant weather with light & northerly winds. At sail
at 10 AM. S. by E. to 6 N. E. 2.6. At 11 AM. saw the land to the E.
at 11 AM. passed the point of land and Cape Lucas in
sight to the S. E. in flight in repairing the main of sail &c.
Long 110.18 North. Drong 113.18 West

Remarks Saturday January 18th 1868
This day pleasant weather with light & northerly winds. At sail
at 10 AM. S. by E. to 6 N. E. 2.6. At 11 AM. passed the point of land
at 11 AM. passed the point of land and Cape Lucas in sight to the S. E.
in repairing the main of sail &c. Long 110.20 (4 West

Remarks Sunday January 19th 1868
This day pleasant weather with light & northerly winds. At sail
at 10 AM. S. by E. to 6 N. E. 2.6. At 11 AM. passed the point of land
at 11 AM. passed the point of land and Cape Lucas in sight to the S. E.
in repairing the main of sail &c. Long 110.23 North

Remarks Monday January 20th 1868
This day pleasant weather with light & northerly winds. At sail
at 10 AM. S. by E. to 6 N. E. 2.6. At 11 AM. passed the point of land
at 11 AM. passed the point of land and Cape Lucas in sight to the S. E.
in repairing the main of sail &c. Long 110.24 North

Remarks Tuesday January 21st 1868
This day pleasant weather with light & northerly winds. At sail
at 10 AM. S. by E. to 6 N. E. 2.6. At 11 AM. passed the point of land
at 11 AM. passed the point of land and Cape Lucas in sight to the S. E.
in repairing the main of sail &c. Long 110.25 North

Remarks Wednesday January 22nd 1868
This day pleasant weather with light & northerly winds. At sail
at 10 AM. S. by E. to 6 N. E. 2.6. At 11 AM. passed the point of land
at 11 AM. passed the point of land and Cape Lucas in sight to the S. E.
in repairing the main of sail &c. Long 110.26 North

Remarks Thursday January 23rd 1868
This day pleasant weather with light & northerly winds. At sail
at 10 AM. S. by E. to 6 N. E. 2.6. At 11 AM. passed the point of land
at 11 AM. passed the point of land and Cape Lucas in sight to the S. E.
in repairing the main of sail &c. Long 110.27 North

Towards the Sandwich Islands February 1868 (2nd Journal)

Remarks Friday January 31st 1868

All this day pleasant weather with light N.E. wind stirring. M^{rs} Winder mends top sail and furcils. The water imple in fitting the rigging fore and aft.
Lat 14.35 North Long 129.05 West

Remarks Saturday February 1st 1868

All day by fair wind. At 5 pm sent 5.00 sail on. M^{rs} Winder mends top sail and furcils. The water imple in fitting the rigging fore and aft.
Lat 14.35 North Long 129.05 West

Remarks Sunday February 2nd 1868

All this day pleasant weather with light N.E. wind stirring. M^{rs} Winder mends top sail and furcils. The water imple in fitting the rigging fore and aft.
Lat 14.35 North Long 129.05 West

Remarks Monday February 3rd 1868

This day good weather with the exception of a few squalls. Strong winds from the N.E. all sail set stirring. M^{rs} Winder mends top sail and furcils. The water imple in fitting the rigging fore and aft.
Lat 14.35 North Long 129.05 West

Remarks Tuesday February 4th 1868

All this day by fair wind. At 5 pm sent 5.00 sail on. M^{rs} Winder mends top sail and furcils. The water imple in fitting the rigging fore and aft.
Lat 14.35 North Long 129.05 West

Remarks Wednesday February 5th 1868

This day commences pleasant winds N.E. and strong. The water imple in fitting the rigging fore and aft. M^{rs} Winder mends top sail and furcils. The water imple in fitting the rigging fore and aft.
Lat 14.35 North Long 129.05 West

Remarks Thursday February 6th 1868

All this day by fair wind. At 5 pm sent 5.00 sail on. M^{rs} Winder mends top sail and furcils. The water imple in fitting the rigging fore and aft. M^{rs} Winder mends top sail and furcils. The water imple in fitting the rigging fore and aft.
Lat 14.35 North Long 129.05 West

San Diego Islands February 13th 1868 (Annie Kate)

Remarks Friday February 14th 1868

All this day pleasant with light air from the N. E. all sail set by heaving on the southern tack. The water impled in small ripples and smooth.

Remarks Saturday February 15th 1868

Weather with light air from the N. E. all sail set by heaving on the southern tack. The water impled in small ripples and smooth. Lat 18.44 North

Remarks Sunday February 16th 1868

All this day pleasant with light air from the N. E. all sail set by heaving on the southern tack. The water impled in small ripples and smooth. Lat 18.01 North

Remarks Monday February 17th 1868

All this day pleasant with light air from the N. E. all sail set by heaving on the southern tack. The water impled in small ripples and smooth. Lat 18.53 North

Remarks Tuesday February 18th 1868

All this day pleasant with light air from the N. E. all sail set by heaving on the southern tack. The water impled in small ripples and smooth. Lat 18.53 North

Remarks Wednesday February 19th 1868

All this day pleasant with light air from the N. E. all sail set by heaving on the southern tack. The water impled in small ripples and smooth. Lat 19.04 North

Remarks Thursday February 20th 1868

All this day pleasant with light air from the N. E. all sail set by heaving on the southern tack. The water impled in small ripples and smooth. Lat 19.12 North

Remarks Friday February 21st 1868

This day was fine (36) with light air from the N. E. all sail set by heaving on the southern tack. The water impled in small ripples and smooth. Lat 19.12 North

34th Avenue of the Republic & Kurekuree Big

Remarks Saturday February 22nd 1868

Clearer & light wind account
of this day pleasant weather with light airs from all quarters
some of the men in shore for a run and rounds
inside painting of the end rounds

Remarks Sunday February 23rd 1868

of this day pleasant weather with light airs from all quarters
some of the men in shore for a run and rounds

Remarks Monday February 24th 1868

of this day pleasant weather with light airs from all quarters
some of the men in shore for a run and rounds
inside painting of the end rounds

Remarks Tuesday February 25th 1868

of this day pleasant weather with light airs from all quarters
some of the men in shore for a run and rounds

Remarks Wednesday February 26th 1868

of this day pleasant weather with light airs from all quarters
some of the men in shore for a run and rounds

Remarks Thursday February 27th 1868

of this day pleasant weather with light winds from all quarters
some of the men in shore for a run and rounds
inside painting of the end rounds

Remarks Friday February 28th 1868

of this day pleasant weather with light winds from all quarters
some of the men in shore for a run and rounds
inside painting of the end rounds

Remarks Saturday February 29th 1868

of this day pleasant weather with light winds from all quarters
some of the men in shore for a run and rounds
inside painting of the end rounds

February 1868 Capt James E. Arline Master

Remarks Sunday March 1st 1868

All this day pleasant weather, the boat & cargo in safety, until sundown and so on.

Remarks Monday March 2nd 1868

This day begins with pleasant weather and light airs from all quarters. All hands implicit in getting the cargo stowed in the hold. The cargo is all brought up to the deck.

Remarks Tuesday March 3rd 1868

All this day pleasant weather with light airs from all quarters. All hands implicit in getting the cargo stowed in the hold. The cargo is all brought up to the deck. The cargo is all brought up to the deck.

Remarks Wednesday March 4th 1868

All this day pleasant weather with light airs from all quarters. All hands implicit in getting the cargo stowed in the hold. The cargo is all brought up to the deck.

Remarks Thursday March 5th 1868

All this day pleasant weather with light airs from all quarters. All hands implicit in getting the cargo stowed in the hold. The cargo is all brought up to the deck.

Remarks Friday March 6th 1868

All this day pleasant weather with light airs from all quarters. All hands implicit in getting the cargo stowed in the hold. The cargo is all brought up to the deck.

Remarks Saturday March 7th 1868

All this day pleasant weather with light airs from all quarters. All hands implicit in getting the cargo stowed in the hold. The cargo is all brought up to the deck. The cargo is all brought up to the deck.

Remarks Sunday March 8th 1868

All this day pleasant weather with light airs from all quarters. All hands implicit in getting the cargo stowed in the hold. The cargo is all brought up to the deck.

Remarks Monday March 9th 1868

All this day pleasant weather with light airs from all quarters. All hands implicit in getting the cargo stowed in the hold. The cargo is all brought up to the deck. The cargo is all brought up to the deck.

Beck Huron of M. B. Ward from Kaurakua Bay

Remarks Yesterday March 10th 1868

Left this bay for the north at 10 a.m. from the wharves
the ship all ready for sea. got some grass for the stock
at 1 P.M. a light breeze off the land bore shore and set
the topsails according to orders and so ends this civil day

Remarks Yesterday March 11th 1868

This morning only (12) true hours in order to commence sea
account. at 1 P.M. at 11 the Capt. came on board maid and
sail and two other and at 1 P.M. at 11 along the land
with light wind breeze. at 6 P.M. and two men missing. at
7 P.M. Capt. Arline took a boat and proceeded to Kaurakua
in order to find the two men missing was John Brown
and Henry Williams. The remainder of the day light breeze from
the north wind shifted to the S. at 10 P.M. and so ends this civil day

Remarks Thursday March 12th 1868

On this day the Capt. got light breeze from all quarters and
so on in the morning. the two men missing were John Brown
and Henry Williams. The remainder of the day light breeze from
the north wind shifted to the S. at 10 P.M. and so ends this civil day

Remarks Friday March 13th 1868

This day begins with a light breeze from all quarters and
at 10 a.m. Capt. Arline came on board with two men
that were on the 11th inst. at 2.20 P.M. Capt. Arline
returned with the two deserters. and when Williams and Brown
came on board Capt. Arline told me to take order them about
at 10 P.M. Brown went about is order but Williams did
not but started forward and then I took hold of him
to force him about and he resisted & there then a scuffle
broke out and at that time the men rushed about
and George Beighton who was of Capt. Arline and
attempted to strike him and someone hid and the Capt.
thinks it was him. As my scuffle with Williams was
the men of the Carr much more and time in the back
giving out one of my teeth. my men succeeded in getting
the two men about. and so find them in corners and caught
them and gave them a good beating. and so ends this civil day
at 3 P.M. the Capt. came on board with two men and so
ends this day

March 1868
March 1868

Remarks Sunday Nov 26th 1865
All this day, rain & wind. At 10 AM. I started the
expedition off and we at Honolulu under double reefed
topsails and jib, Capt. & Aneline on shore

This day I went to the (long) Grand Canal, & saw
 the water, & the people, & the boats, & the
 (the) the people, & the boats, & the

No 64

From up Friday March 20th 1868
It is an interesting weather if it is not
too much to shewer & bl. refect fruits and grasses
sheering by B. to get out of the way
in wet & cold weather.

Bark Herring of 1 bar B. from the same's, 1 bar
Remarks: Saturday, March 21st 1868
No. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832

This is an unpleasant one, but with strong friends
 and a double keeled top, and for all stirring
 it is in order.

Remarks Sunday March 22nd 1868

the ship under double reefed topsails and fore sail starting to work. The middle part of the run for about 10 miles was made in light and moderate air sail, & the sailing off the run was made to the windward.

Removal of the 23rd of May

And this is the only one of its kind in the world. It is a very rare and valuable specimen, and is now in the possession of the British Museum.

Remains of *Quercus* *perda* 74 " 1805

All this day quite good
 all sail set steering N. E.
 in general ship's bark

Remtse, Norway Mar 6 25-1888

August 15th my presence at the fair from the C. S. Bell sail
set steering N. by E. the wind light in
general ship was 1 to 2 26.35 up to the

Annals Friday 21/2/16

All this day ploughed & harrowed in the forenoon
to 5 o'clock but it raining at 4. Then I employed
in making the spring and in repairing the
wain and

Remarks of Tuesday, Dec 28th
This morning - m

with light 5" in diameter
impaled in middle of

Remarks: Luna 2-1-7 " 5

This is a list of all the things I have
found in the house, and I have
written them down for you.

177. 7. 6. 4

Annals of the Arctic Ocean March 1868
Remarks for Monday March 30th 1868
This day being a fine day with light S. wind all night soft during the day
middle of the day wind rose to N.W. & rain in the afternoon
at 2 P.M. wind from N.E. during the night wind rose to
N.W. and clear weather. Watch kept in making time
spring watch
Leaving 11 P.M. for
Remarks Tuesday March 31st 1868
At this day a heavy rain with light S. wind in the day
all night at 1 P.M. N.W. by N. the watch in the afternoon
ships were at 8 A.M. released from the ice, no confusion
and no rain duty and so ends the day
Leaving 3 P.M. for
Leaving 11 P.M. for
Remarks Wednesday April 1st 1868
This day being a fine day with light S. wind all night
at 1 P.M. N.W. by N. the watch in the afternoon
ships were at 8 A.M. released from the ice, no confusion
and no rain duty and so ends the day
Leaving 3 P.M. for
Leaving 11 P.M. for
Remarks Thursday April 2nd 1868
This day being a fine day with light S. wind all night
at 1 P.M. N.W. by N. the watch in the afternoon
ships were at 8 A.M. released from the ice, no confusion
and no rain duty and so ends the day
Leaving 3 P.M. for
Leaving 11 P.M. for
Remarks Friday April 3rd 1868
This day being a fine day with light S. wind all night
at 1 P.M. N.W. by N. the watch in the afternoon
ships were at 8 A.M. released from the ice, no confusion
and no rain duty and so ends the day
Leaving 3 P.M. for
Leaving 11 P.M. for
Remarks Saturday April 4th 1868
This day being a fine day with light S. wind all night
at 1 P.M. N.W. by N. the watch in the afternoon
ships were at 8 A.M. released from the ice, no confusion
and no rain duty and so ends the day
Leaving 3 P.M. for
Leaving 11 P.M. for

March 2nd - Arrived at Mill Hill left Providence for
Rumok Friday April 10th 1885

Friends Friday April 10th 1863
 The weather was very much improved.

water rising at 10 & 2 P M - up to about 10 feet
upland water level and down to 10 feet in the hills
part and water level at 10 feet in the hills
in the hills - water level at 10 feet in the hills

25th Thursday April 24 1882
This day has been a very sunny one with
light breeze from the N.W. at 4 P.M. the
wind freshened to the wind moderate. The
land will be a good crop of wheat in fact in early May

that, discovered (the) 'Adam' as published spring, 1891.
Trellmont and 3 miles S. E. 53. / N. 44
S. 66 16 East

It is light is pleasant and old wine from the land and about
some of the wine is of the 18th and 19th century and
of the 18th century and is of the 18th century and is of the 18th century
and is of the 18th century and is of the 18th century and is of the 18th century

Femur long April 5. 1868
 set 4 turns, 1st & 2nd griddle with the same. the latter part

(Among these is April 14th 1868.
 It is a fine specimen of a healthy man at home
 5' 8" in height, weight 164 lb. The middle part of the
 front of the hand and arm - the forearm and wrist
 very much the same as in ordinary ships but not so

Remains of the same April 13th 1868
The wind being light & the sea calm
the boat was towed by the tug boat
the tug boat was towed by the tug boat
the tug boat was towed by the tug boat

part used around and in the increased to a moderate
part in all soil the well marked main-
fracture is not at all but the fracture is not
well marked in the soil. W.B. 1884

By the Force of the Ball at 10 miles I saw a small Island
Remarks Friday April 19th 1868

This morning with her land-glasses and strong telescope
against the light of the sun and the light of the sun and
the light of the sun and the light of the sun and the light of the sun
the match improved in ordinary
but records

NO Ck

Remarks Saturday April 20th 1868
This morning with her land-glasses and strong telescope
against the light of the sun and the light of the sun and the light of the sun
the match improved in ordinary
but records

NO Ck

Remarks Saturday April 20th 1868
All this morning with her land-glasses and strong telescope
against the light of the sun and the light of the sun and the light of the sun
the match improved in ordinary
but records

Remarks Sunday April 21st 1868
This morning with her land-glasses and strong telescope
against the light of the sun and the light of the sun and the light of the sun
the match improved in ordinary
but records

Remarks Monday April 22nd 1868
All this morning with her land-glasses and strong telescope
against the light of the sun and the light of the sun and the light of the sun
the match improved in ordinary
but records

NO Ck

Remarks Tuesday April 23rd 1868
This morning with her land-glasses and strong telescope
against the light of the sun and the light of the sun and the light of the sun
the match improved in ordinary
but records

NO Ck

to the tide from April 18th 1868 Capt James the ice has to
Remarks Wednesday April 22nd 1868

is a day of pleasant weather with light S.W. winds all day and a fog in the
evening. In the morning the ice is in places. At 11 AM the ship
the ship George of New Bedford is in company. At 1 PM the ship
the ship Florida of San Francisco is in company. At 3 PM the ship
the ship A. H. Spaulding of New Bedford is in company. At 5 PM the ship
the ship Capt. Ward. The night is calm and the ice is in places. At 10 PM the ship
the ship is in company. At 11 PM the ship is in company. At 12 AM the ship is in company.

Remarks Thursday April 23rd 1868
The day is of pleasant weather with light S.W. winds all day and a fog in the
evening. In the morning the ice is in places. At 11 AM the ship
the ship is in company. At 1 PM the ship is in company. At 3 PM the ship is in company.
the ship is in company. At 5 PM the ship is in company. At 7 PM the ship is in company.
the ship is in company. At 9 PM the ship is in company. At 11 PM the ship is in company.
the ship is in company. At 12 AM the ship is in company.

Remarks Friday April 24th 1868
The day is of pleasant weather with light S.W. winds all day and a fog in the
evening. In the morning the ice is in places. At 11 AM the ship
the ship is in company. At 1 PM the ship is in company. At 3 PM the ship is in company.
the ship is in company. At 5 PM the ship is in company. At 7 PM the ship is in company.
the ship is in company. At 9 PM the ship is in company. At 11 PM the ship is in company.
the ship is in company. At 12 AM the ship is in company.

Remarks Saturday April 25th 1868
The day is of pleasant weather with light S.W. winds all day and a fog in the
evening. In the morning the ice is in places. At 11 AM the ship
the ship is in company. At 1 PM the ship is in company. At 3 PM the ship is in company.
the ship is in company. At 5 PM the ship is in company. At 7 PM the ship is in company.
the ship is in company. At 9 PM the ship is in company. At 11 PM the ship is in company.
the ship is in company. At 12 AM the ship is in company.

Remarks Sunday April 26th 1868
The day is of pleasant weather with light S.W. winds all day and a fog in the
evening. In the morning the ice is in places. At 11 AM the ship
the ship is in company. At 1 PM the ship is in company. At 3 PM the ship is in company.
the ship is in company. At 5 PM the ship is in company. At 7 PM the ship is in company.
the ship is in company. At 9 PM the ship is in company. At 11 PM the ship is in company.
the ship is in company. At 12 AM the ship is in company.

Remarks Monday April 27th 1868
The day is of pleasant weather with light S.W. winds all day and a fog in the
evening. In the morning the ice is in places. At 11 AM the ship
the ship is in company. At 1 PM the ship is in company. At 3 PM the ship is in company.
the ship is in company. At 5 PM the ship is in company. At 7 PM the ship is in company.
the ship is in company. At 9 PM the ship is in company. At 11 PM the ship is in company.
the ship is in company. At 12 AM the ship is in company.

24th We left Longport at 10 o'clock, & 5 PM. We arrived
at 10 PM. We found a large number of seals resting in the
ice. There were about 15 seals in sight and no whales. The water
was in the ice but not in the ice. We arrived at 10 PM.
25th We left Longport at 10 o'clock, & 5 PM. We arrived
at 10 PM. We found a large number of seals resting in the
ice. There were about 15 seals in sight and no whales. The water
was in the ice but not in the ice. We arrived at 10 PM.

The light breeze from the N. E. brought air from the S. W. as well as from the N. E. & the heavy ice could not make but little head. At midday the air from the N. E. was in the rig and the ice at Herdman Cape Navarin bearing S. E. 1/2 E. distant 13 miles and off St. Nicholas bearing N. 25 miles distant. The latter part of the day the wind in bearing out sheets, to the S. E. it increased in force and we were obliged to stop.

[illegible]

All this day from 10 to 11 it is fair, moderate & clear, in the forenoon ice sets, no sail yet out the bay & strong wind from the wrong hand, at meridian the ice sheet as a rule has passed the bar to about 10 mi. & is still at the mouth of the river in sight to the S. E. the ice is in the bay & is assisted by the watch and sound.

[illegible]

Capt James C. Andrew Master ~

Friday May 24th 1868

This morning with fresh breeze from the N. E. W. morning breeze
at 9^h breeze and other rainier to strong packed in & 20 miles
inside - 10 miles in the night in fact in morning ships but not
reaches in day

Leat 6357 North
Long 171.24 East

Friday May 25th 1868

This day of frost with fresh S. W. wind the ship up by short
sea morning breeze, the ice to the E. could not make for
breeze in ice very closely packed 14 ships in sight of S. E.
& 8 E. 10 sent in the forenoon in sending it in it is cloudy
like that it fell in two hours before we got it is snowy

Leat 64.04 North
Long 171.14 East

Friday May 26th 1868

This day of frost with fresh breeze from the S. E. ship
up by short sea under full sail fresh breeze it is very fresh
breeze in the forenoon in sending it in it is cloudy
like that it fell in two hours before we got it is snowy

Leat 64.04 North
Long 171.14 East

Friday May 27th 1868

This day of frost with fresh breeze from the S. E. ship
up by short sea under full sail fresh breeze it is very fresh
breeze in the forenoon in sending it in it is cloudy
like that it fell in two hours before we got it is snowy

Leat 64.04 North
Long 171.14 East

Friday May 28th 1868

This day of frost with fresh breeze from the S. E. ship
up by short sea under full sail fresh breeze it is very fresh
breeze in the forenoon in sending it in it is cloudy
like that it fell in two hours before we got it is snowy

Leat 64.04 North
Long 171.14 East

Friday May 29th 1868

This day of frost with fresh breeze from the S. E. ship
up by short sea under full sail fresh breeze it is very fresh
breeze in the forenoon in sending it in it is cloudy
like that it fell in two hours before we got it is snowy

Leat 64.04 North
Long 171.14 East

Beck Hurara of New Bedford in the Bay of Annapolis

Remarks Sunday May 31st 1868

This day the wind was light and variable, but the middle of the day, veered to the S. E. the first part of the day was foggy, the fog was not so thick as it was on the 30th but it was still very thick at times.

Remarks Monday June 1st 1868

All this day clear and with light winds, the wind shifted under the light sail north to the S. E. and the ice again made but little headway, no ice in sight, and no ice in sight in the morning, and no ice in sight in the afternoon.

Lat 44.20 N
Long 77.57 West

Remarks Tuesday June 2nd 1868

This day being very clear and with light winds, the wind shifted under the light sail north to the S. E. and the ice again made but little headway, no ice in sight, and no ice in sight in the morning, and no ice in sight in the afternoon.

Remarks Wednesday June 3rd 1868

This day being very clear and with light winds, the wind shifted under the light sail north to the S. E. and the ice again made but little headway, no ice in sight, and no ice in sight in the morning, and no ice in sight in the afternoon.

Remarks Thursday June 4th 1868

This day being very clear and with light winds, the wind shifted under the light sail north to the S. E. and the ice again made but little headway, no ice in sight, and no ice in sight in the morning, and no ice in sight in the afternoon.

Lat 44.20 N
Long 77.57 West

Journal of Capt James C. Archie Master

Remarks, Friday June 4th 1868

This day began with a moderate gale from the E. and a snow storm. The ship was under short sail cruising about 10 miles from the shore. The ice was several ships length off the head but too much wind to go to the middle and blowing a strong gale but the latter wind moderated and the weather continued stormy and so on. N.C. & Co

Remarks, Friday June 5th 1868

This day began with a strong storm and moderate breeze from the E. The ship under short sail cruising about 10 miles from the shore. The ice was several ships length off the head but too much wind to go to the middle and blowing a strong gale but the latter wind moderated and the weather continued stormy and so on. N.C. & Co

Remarks, Saturday June 6th 1868

This day began with a moderate gale from the E. and a snow storm. The ship was under short sail cruising about 10 miles from the shore. The ice was several ships length off the head but too much wind to go to the middle and blowing a strong gale but the latter wind moderated and the weather continued stormy and so on. N.C. & Co

Remarks, Sunday June 7th 1868

This day began with a thick snow storm and heavy breeze from the E. The ship was under short sail cruising about 10 miles from the shore. The ice was several ships length off the head but too much wind to go to the middle and blowing a strong gale but the latter wind moderated and the weather continued stormy and so on. N.C. & Co

Bay of America of the Bay of America

Remarks Tuesday June 9th 1868
All this day pleasant with light S W winds the ship under
easy sail & being in the Bay of America nothing of the kind
the land 24 ships in sight. & 11 of them were on the other
side and commenced cutting in the early part of the day
J. M. C. C.

Remarks Wednesday June 10th 1868
This day being pleasant with light S W winds the ship under
easy sail & being in the Bay of America nothing of the kind
the land 24 ships in sight. & 11 of them were on the other
side and commenced cutting in the early part of the day
J. M. C. C.

Remarks Thursday June 11th 1868
All this day pleasant with light S W winds the ship under
easy sail & being in the Bay of America nothing of the kind
the land 24 ships in sight. & 11 of them were on the other
side and commenced cutting in the early part of the day
J. M. C. C.

Remarks Friday June 12th 1868
All this day pleasant with light S W winds the ship under
easy sail & being in the Bay of America nothing of the kind
the land 24 ships in sight. & 11 of them were on the other
side and commenced cutting in the early part of the day
J. M. C. C.

Remarks Saturday June 13th 1868
All this day pleasant with light S W winds the ship under
easy sail & being in the Bay of America nothing of the kind
the land 24 ships in sight. & 11 of them were on the other
side and commenced cutting in the early part of the day
J. M. C. C.

July 4th 1868 Cape Horn, Chile

Remains at anchor July 4th 1868

This day the ship is at anchor in the bay, bar being at anchor in the rudder. at 10 P.M. wind is almost calm, and the ship is at anchor in the bay. at 1 P.M. the wind is at anchor in the bay.

Remains at anchor July 5th 1868

This day begins with much unpleasant weather (drizzly rain and high winds) at 3 P.M. at 1 P.M. the wind is at anchor in the bay. at 1 P.M. the wind is at anchor in the bay.

Remains at anchor July 6th 1868

This day the weather is light and calm. at 3 P.M. the ship is at anchor in the bay. at 6 P.M. the ship is at anchor in the bay.

Remains at anchor July 7th 1868

This day the ship is at anchor in the bay. at 1 P.M. the ship is at anchor in the bay. at 1 P.M. the ship is at anchor in the bay.

Remains at anchor July 8th 1868

This day the ship is at anchor in the bay. at 1 P.M. the ship is at anchor in the bay. at 1 P.M. the ship is at anchor in the bay.

W.C. C.

Report of the B. G. Y. Cruising in the Sea of United
States, 1852.

The weather was very fine & clear
and the water was very calm.
We went for a walk in the park
and saw many beautiful flowers.
The children were very happy
and played for hours.

Remarks Friday 14th 1861
This day, crazy weather, with light winds from the S. S. Wall sail
set stirring to the northward and westward. at her time ~~at~~
about 11 miles, with a few herring at intervals. The water
is much inflated in ordinary ships by the wind, and
up to 8. at 10 M. but the sea is very rough and if
up to 10 one, and so ends this day.

Remarks, Saturday, April 11th 1885
 This day light is about noon a very early night, the sun is
 high, but the air is very cool, a very high wind, but
 the wind is from the west, the air is very cool, the
 air is very cool, the air is very cool, the air is very cool,
 from 1st to 5th of the day, the air is very cool, the air is very cool,
 the air is very cool, the air is very cool, the air is very cool, the air is very cool,

Journal 1828
 12th Dec. 1828
 This day I went to the office of the
 Surveyor General and saw the
 General of the Army, who is now in
 the office of the Surveyor General.
 He is a very kind and generous
 man, and I have been very
 much pleased to see him.
 He is now in the office of the
 Surveyor General, and I have
 been very much pleased to see
 him. He is a very kind and
 generous man, and I have been
 very much pleased to see him.
 He is now in the office of the
 Surveyor General, and I have
 been very much pleased to see
 him.

I have been thinking of you
 and of the time when you were
 at the school in the morning
 right at the beginning of the
 school year, and of the
 day when you were
 at the school in the morning
 right at the beginning of the
 school year, and of the
 day when you were

Forwards - only 4th 1888

6-68 25 A

Forwarded by Post Office July 19, 1888

AD Che

Kennedy, Andrew, July 16th 1858

Lat. 62.52 North

Remains Friday Jul 11th 1855
At his late place 4th

Long 17.21

Rome, 3 Tuesday July 8th 1868.

Sept 59. of 1876.
Song 176. of 1876.

Sunday July 27th 1868
 A letter from Mr. [unclear] in [unclear] to

LA 57.55 Auth Long 1/3.2 (Verf)

1848. Arrived New Bedford cruising off the Point

(mainly by the 2 & 3 =
this by the 1st & 2nd)

[illegible]

Thursday May 21 - 1888

22nd 1898

This day, we were out right in 3, 4, 5 & 6
 miles, & were out for 2 1/2 hours.
 We were out in (not fishing) not out.

(Monday) Friday July 24th 1868

This by the way is a very common occurrence in many of the bones I have
+ which under the microscope of the eye are found to be a
patch of soft tissue, not a part of the middle ear
either, but a very large piece of the middle ear
membrane, the bone.

(Received by Special Delivery July 25th 1968)

This copy of the story has been the \$4.50 and
 was a rather good one. I have been to examine the
 original but only for the middle and the
 beginning and the end. I have the other part of the
 story and have seen it. I have seen it in
 the original copy and have seen it in the
 original copy and have seen it in the original copy.

July 1868. $\frac{1}{2}$ fms. (Mud) hole

forwards Sunday July 22nd 1868

This boy, who is white, is turning by the wind, & is now to be
seen in the water, & is now flying. He is 2 1/2 ft. high, & is
very much like a small bird, & is very much like a small bird.
He is very much like a small bird, & is very much like a small bird.

Long 167. 61 West

Received by me July 27th 1868

This day began with light westerly winds all sail set & strong
and breeze quite good. The middle and latter part of the
day was very bright & fine. The water temper in where ships
duty on 13 miles to day.

family 1 member July 28th 1868
 1 child has small pox & 1 sister & 1 brother

[illegible]

1870

Received the money July 27th 1868

being a fine land for the raising of the rice, and
the sugar, and the land to the N. E. side of the S. 1/2 of the
lot is perfect in ordinary ship duties and so ends

Remets, Thursday July 25 1865

July 11th Slightly rain in eve. 3rd winds. In morning
went out with boat, at 7th in evening went ashore
to Point Barrow and seeing no whales. stood to the Nth on the
river. It rained in place in evening in the boat.

2861

Primary Series, July 11th 1865

This day we left the camp and went on to the S. P. road. The
 morning was a most fine one with a light
 breeze and a few clouds. The weather cleared off
 and the sun shined. The wind was to the S. P.
 and the water was very high. The water was
 very high and the water was very high.

456.35-4 462-4 / P

Remarks: *Setaria capax* - 1st 1868.
244 is my *Setaria capax* - 1st 1868.

24. This day President Lincoln with all the gathering men's full suit
went out in the morning time to meet for the day, with the old
insects. I did not know what time they were going to be
with it any more. From 10 to 11 he had Robert Quincy
with him of the type, the air and a piece and some
but I did not see them. I saw 11.26. 1862

6. 6. 55. 1944. 10. 10. 1944. 10. 10. 1944.

August 1865 Capt James A. Line Master

Remarks Sunday August 13th 1865

Ship by day, light breeze from the N. by E. at 1.30 P.M. some thick ground fog. At 1.45 distance about 15 miles off bearing N. E. started in morning and by 1.50 P.M. was near our ship. At 2.00 P.M. the middle and outer parts right windily from the S.W. jiggling of wind got light by 2.30 rose to wharves. At 3 P.M. lowered the boats for a boat-ice and did not see him till evening the boats and some other things.

A. C. C.

Remarks Monday August 14th 1865

Ship by day, light breeze from the N. by E. at 1.30 P.M. some thick ground fog. At 1.45 distance about 15 miles off bearing N. E. started in morning and by 1.50 P.M. was near our ship. At 2.00 P.M. the middle and outer parts right windily from the S.W. jiggling of wind got light by 2.30 rose to wharves. At 3 P.M. lowered the boats for a boat-ice and did not see him till evening the boats and some other things.

A. C. C.

Remarks Tuesday August 20th 1865

Ship by day, light breeze from the N. by E. at 1.30 P.M. some thick ground fog. At 1.45 distance about 15 miles off bearing N. E. started in morning and by 1.50 P.M. was near our ship. At 2.00 P.M. the middle and outer parts right windily from the S.W. jiggling of wind got light by 2.30 rose to wharves. At 3 P.M. lowered the boats for a boat-ice and did not see him till evening the boats and some other things.

A. C. C.

Remarks Friday August 21st 1865

Ship by day, light breeze from the N. by E. at 1.30 P.M. some thick ground fog. At 1.45 distance about 15 miles off bearing N. E. started in morning and by 1.50 P.M. was near our ship. At 2.00 P.M. the middle and outer parts right windily from the S.W. jiggling of wind got light by 2.30 rose to wharves. At 3 P.M. lowered the boats for a boat-ice and did not see him till evening the boats and some other things.

A. C. C.

Remarks Saturday August 22nd 1865

Ship by day, light breeze from the N. by E. at 1.30 P.M. some thick ground fog. At 1.45 distance about 15 miles off bearing N. E. started in morning and by 1.50 P.M. was near our ship. At 2.00 P.M. the middle and outer parts right windily from the S.W. jiggling of wind got light by 2.30 rose to wharves. At 3 P.M. lowered the boats for a boat-ice and did not see him till evening the boats and some other things.

A. C. C.

Remarks Sunday August 23rd 1865

Ship by day, light breeze from the N. by E. at 1.30 P.M. some thick ground fog. At 1.45 distance about 15 miles off bearing N. E. started in morning and by 1.50 P.M. was near our ship. At 2.00 P.M. the middle and outer parts right windily from the S.W. jiggling of wind got light by 2.30 rose to wharves. At 3 P.M. lowered the boats for a boat-ice and did not see him till evening the boats and some other things.

Remarks August 24th 1865

By Aurora / New York (Cruising) / St. Pauls

Remedy Thursday, 8 June 3rd 1868

Diff. this by cryphor + water and a few inches
of water. After + many sort + steps, making the
water + the water. The water + the water. The water + the water.
The water + the water. The water + the water. The water + the water.

Sept 17. '06

London, 23rd Dec. 1868

This is a fine old book, containing a history of the
 state of Virginia, from the first settlement to the
 present time. It is a very interesting and valuable
 work, and is well worth a perusal. It is written
 in a clear and concise style, and is well
 illustrated with maps and vignettes. It is a
 very good book, and is well worth a perusal.

Long John's Great Fort

Formosa, 21 de Junho de 1908

[illegible]

250

Memorandum, Sunday, 17 May 1868

[illegible]

1870

From the London Sept. 17/11 1868.

[illegible]

2/10/66

September 18 1868 Capt James (Andrew) Brewster

Remarks Sunday September 14 1868

This day begins clear & calm but in afternoon a S.W. wind sets in
giggling & H. S. E. fairships in sight at 7 P.M. the lead
respects along side. At 8 P.M. the wind is getting up & the
men on first boom are to fly flag but it is not
could not save any part of the flag the flag was put up
the next morning in a breeze from the north & the lead of
S.E. of eye about 2 miles off bearing N.E. 30 miles

Remarks Monday September 15 1868

This day begins with strong easterly winds and light threatening
weather. At 10 A.M. the wind is getting up & the
men on first boom are to fly flag but it is not
could not save any part of the flag the flag was put up
the next morning in a breeze from the north & the lead of
S.E. of eye about 2 miles off bearing N.E. 30 miles

Remarks Tuesday September 16 1868

This day begins with strong easterly winds and light threatening
weather. At 10 A.M. the wind is getting up & the
men on first boom are to fly flag but it is not
could not save any part of the flag the flag was put up
the next morning in a breeze from the north & the lead of
S.E. of eye about 2 miles off bearing N.E. 30 miles

Remarks Friday September 19 1868

This day begins with strong easterly winds and light threatening
weather. At 10 A.M. the wind is getting up & the
men on first boom are to fly flag but it is not
could not save any part of the flag the flag was put up
the next morning in a breeze from the north & the lead of
S.E. of eye about 2 miles off bearing N.E. 30 miles

Remarks Saturday September 20 1868

This day begins with strong easterly winds and light threatening
weather. At 10 A.M. the wind is getting up & the
men on first boom are to fly flag but it is not
could not save any part of the flag the flag was put up
the next morning in a breeze from the north & the lead of
S.E. of eye about 2 miles off bearing N.E. 30 miles

Remarks Sunday September 21 1868

Barb's Cruise of New-Bellard Cruising of St. Pauls

Remarks Sunday September 15th 1868

This day begins with a light breeze and strong winds from the westward the ship under full sail and sails flying, most of points of the compass. At 11 AM, indeed being, the ship suffered from the northern tide, at 11.30 AM released Henry Stride and James H. H. from irons and gave them unnecessary marks, and at a water pump in the fore part of the ship, in refusing to let their water. The water part of the ship being in sight and so ends this day Joseph Carr off duty sick

Remarks Monday September 16th 1868

This day begins with a strong breeze from the west, under full sail and sails flying, most of points of the compass, and steered N. E. of the North, the water part of the ship being in sight, and so ends this day

Remarks Tuesday September 17th 1868

At this day begins with a strong breeze from the west, under full sail and sails flying, most of points of the compass, and steered N. E. of the North, the water part of the ship being in sight, and so ends this day

Remarks Wednesday September 18th 1868

At this day begins with a strong breeze from the west, under full sail and sails flying, most of points of the compass, and steered N. E. of the North, the water part of the ship being in sight, and so ends this day

Remarks Thursday September 19th 1868

At this day begins with a strong breeze from the west, under full sail and sails flying, most of points of the compass, and steered N. E. of the North, the water part of the ship being in sight, and so ends this day

Remarks Friday September 20th 1868

At this day begins with a strong breeze from the west, under full sail and sails flying, most of points of the compass, and steered N. E. of the North, the water part of the ship being in sight, and so ends this day

3) Monday 18th Capt. James C. Melville Master

Remarks: Sunday September 17th 1868

All this day calm and foggy, weather quite good, all sail set and ship - to 10th 43rd 1/2 miles from shore. At 11th 45th being 1/2 miles from shore, at 12th 45th miles, the vessel is in sight in ordinary ship's latitude. Lat 60. 41 North Long 113. 24 West

Remarks: Sunday September 20th 1868

Lat 60. 41 N. Long 113. 24 W. The first and middle of the day is very foggy, the weather is quite good, all sail set and ship - to 10th 43rd 1/2 miles from shore. At 11th 45th being 1/2 miles from shore, at 12th 45th miles, the vessel is in sight in ordinary ship's latitude. Lat 60. 41 North Long 113. 24 West

Remarks: Monday September 21st 1868

This day foggy, all sail set, the vessel is in sight in ordinary ship's latitude. Lat 60. 41 North Long 113. 24 West

Remarks: Tuesday September 22nd 1868

This day foggy, all sail set, the vessel is in sight in ordinary ship's latitude. Lat 60. 41 North Long 113. 24 West

Remarks: Wednesday September 23rd 1868

This day begins with fog, and light S by E winds, all sail set, zig-zagging about the shore. At 12th 45th being 1/2 miles from shore, at 12th 45th miles, the vessel is in sight in ordinary ship's latitude. Lat 60. 41 North Long 113. 24 West

Lat 60. 20 North Long by chronometer 116. 50 West

3) 31 October 1868 (Capt James C. Andrew Master)

Remarks Wednesday 31st Oct 1868
This day begins with rain and a moderate gale from the southwest
at 10 AM a short sail on the eastern tack by 1 PM. At 2 PM
in full sail. The middle part of the wind and sail set in at 4 PM
at 4 PM light 6 1/2 h made sail and steered to S. E. &
with light winds from the overboard seven ships in sight
sailing and a cutting. At meridian the wind from the
bearing of us is about 20 miles. S. E. 1/4 E. 1/4 S. E.

Remarks Thursday Oct 1st 1868
This day begins with a gale from the north and light winds from the
at 10 AM a short sail on the eastern tack by 1 PM. At 2 PM
in full sail. The middle part of the wind and sail set in at 4 PM
at 4 PM light 6 1/2 h made sail and steered to S. E. &
with light winds from the overboard seven ships in sight
sailing and a cutting. At meridian the wind from the
bearing of us is about 20 miles. S. E. 1/4 E. 1/4 S. E.

Remarks Friday October 2nd 1868
This day begins with a gale from the north and light winds from the
at 10 AM a short sail on the eastern tack by 1 PM. At 2 PM
in full sail. The middle part of the wind and sail set in at 4 PM
at 4 PM light 6 1/2 h made sail and steered to S. E. &
with light winds from the overboard seven ships in sight
sailing and a cutting. At meridian the wind from the
bearing of us is about 20 miles. S. E. 1/4 E. 1/4 S. E.

Remarks Saturday Oct 3rd 1868
This day begins with a gale from the north and light winds from the
at 10 AM a short sail on the eastern tack by 1 PM. At 2 PM
in full sail. The middle part of the wind and sail set in at 4 PM
at 4 PM light 6 1/2 h made sail and steered to S. E. &
with light winds from the overboard seven ships in sight
sailing and a cutting. At meridian the wind from the
bearing of us is about 20 miles. S. E. 1/4 E. 1/4 S. E.

Remarks Sunday Oct 4th 1868
This day begins with a gale from the north and light winds from the
at 10 AM a short sail on the eastern tack by 1 PM. At 2 PM
in full sail. The middle part of the wind and sail set in at 4 PM
at 4 PM light 6 1/2 h made sail and steered to S. E. &
with light winds from the overboard seven ships in sight
sailing and a cutting. At meridian the wind from the
bearing of us is about 20 miles. S. E. 1/4 E. 1/4 S. E.

Remarks Monday Oct 5th 1868
This day begins with a gale from the north and light winds from the
at 10 AM a short sail on the eastern tack by 1 PM. At 2 PM
in full sail. The middle part of the wind and sail set in at 4 PM
at 4 PM light 6 1/2 h made sail and steered to S. E. &
with light winds from the overboard seven ships in sight
sailing and a cutting. At meridian the wind from the
bearing of us is about 20 miles. S. E. 1/4 E. 1/4 S. E.

Barklume of New Bedford from St Pauls towards San Francisco
Remarks, Tuesday October 6th 1868

This day begins with rain and a moderate gale from S. by ship
under the foremast top sails fore and aft S. by ship in
middle of the middle of the foremast and aft sails from S. by ship
the N. W. the weather is pleasant and the water is calm
S. W. the water is calm in ordinary ships but S. by ship 158.43 North
Long 158.43 West

Remarks, Wednesday October 7th 1868
This day begins with a moderate gale from S. by ship in the
foremast top sails fore and aft S. by ship in the middle
of the middle of the foremast and aft sails from S. by ship
the N. W. the weather is pleasant and the water is calm
all sail set, the water is calm in ordinary ships but S. by ship
S. by ship 154.30 North Long 154.50 West

Remarks, Thursday October 8th 1868
This day begins with a moderate gale from S. by ship in the
foremast top sails fore and aft S. by ship in the middle
of the middle of the foremast and aft sails from S. by ship
the N. W. the weather is pleasant and the water is calm
the water is calm in ordinary ships but S. by ship 148.46 North
Long 146.46 West

Remarks, Friday October 9th 1868
This day begins with a moderate gale from S. by ship in the
foremast top sails fore and aft S. by ship in the middle
of the middle of the foremast and aft sails from S. by ship
the N. W. the weather is pleasant and the water is calm
the water is calm in ordinary ships but S. by ship 146.48 North
Long 146.48 West

Remarks, Saturday October 10th 1868
This day begins with a moderate gale from S. by ship in the
foremast top sails fore and aft S. by ship in the middle
of the middle of the foremast and aft sails from S. by ship
the N. W. the weather is pleasant and the water is calm
the water is calm in ordinary ships but S. by ship 146.55 North
Long 146.11 West

Remarks, Sunday October 11th 1868
This day begins with a moderate gale from S. by ship in the
foremast top sails fore and aft S. by ship in the middle
of the middle of the foremast and aft sails from S. by ship
the N. W. the weather is pleasant and the water is calm
the water is calm in ordinary ships but S. by ship 135.02 North
Long 135.02 West

October 1868 Capt James C. Austin Master

Remarks Monday October 12th 1868

This day began with fair weather and fresh breeze from the S. all sail set by 10 o'clock. At 12 o'clock the wind shifted to E. S. E. weather squally and cloudy with much rain in evening but not much.

Lat 34° 41'

Remarks Tuesday October 13th 1868

This day began with light winds from the S. all sail set by 10 o'clock. At 12 o'clock the wind shifted to E. S. E. weather squally and cloudy. The night in part clear and fine with partial moon.

Lat 34° 41' 30" West
Long 144° 30'

Remarks Wednesday October 14th 1868

This day began with light winds from the S. all sail set by 10 o'clock. At 12 o'clock the wind shifted to E. S. E. weather squally and cloudy. The night in part clear and fine with partial moon.

Lat 34° 45' North Long 144° 36' West

Remarks Thursday October 15th 1868

This day began with light winds from the S. all sail set by 10 o'clock. At 12 o'clock the wind shifted to E. S. E. weather squally and cloudy. The night in part clear and fine with partial moon.

Lat 34° 51' North
Long 144° 31' West

Remarks Friday October 16th 1868

This day began with light winds from the S. all sail set by 10 o'clock. At 12 o'clock the wind shifted to E. S. E. weather squally and cloudy. The night in part clear and fine with partial moon.

Lat 34° 51' North
Long 144° 16' West

Remarks Saturday October 17th 1868

This day began with light winds from the S. all sail set by 10 o'clock. At 12 o'clock the wind shifted to E. S. E. weather squally and cloudy. The night in part clear and fine with partial moon.

Lat 34° 23' North
Long 143° 38' West

Remarks Sunday October 18th 1868

This day began with light winds from the S. all sail set by 10 o'clock. At 12 o'clock the wind shifted to E. S. E. weather squally and cloudy. The night in part clear and fine with partial moon.

Lat 34° 24' North
Long 143° 14' West

Butt Curri 1st. B. Hart from S. Pub. Tr. had. 1st. in ice
Remarks Monday, October 1st 1868

All this day frozen. water with pack ways run to SSE
of ice. The match improved in sailing and
hunting. wind and snow. Lat + 38.34. Long 123.30. Next

Remarks Tuesday October 2nd 1868
This day begins clearing. with light winds from the SSE
sailing, ice and sailing. By 10.00 miles and other parts
sailing in smalls. The match improved in sailing. Lat + 36.35. Long 124.14. Next

Remarks Wednesday October 3rd 1868
All this day with winds from the S and S. W. all sail set
sailing. By 10.00 miles. The match improved in sailing. Lat + 35.11. Long 124.34. Next

Remarks Thursday October 4th 1868
This day with winds from the SSE. The match improved in sailing. Lat + 34.44. Long 123.34. Next

Remarks Friday October 23rd 1868
This day, ice and light winds from the SSE. All sail set. Lat + 34.44. Long 123.34. Next

Remarks Saturday October 24th 1868
This day, ice and light winds from the SSE. All sail set. Lat + 34.44. Long 123.34. Next

Remarks. Monday, November 1st 1868
Remarks. Tuesday, November 2nd 1868

This day pleasant, at 11 AM the ship
left the Harbor Point and is taken on its way.

Remarks. Wednesday, November 3rd 1868
This day very pleasant, at 11 AM the ship, on the
way to the interior, at 4 PM arrived at the interior.

Remarks. Thursday, November 4th 1868
This day begins pleasant, at 11 AM the ship arrived
to repair the ship, and repair the forepart. The rest of the day, and

Remarks. Friday, November 5th 1868
This day very good weather, the ship is in the harbor, and
at 1 PM left the harbor, and at 1 PM the ship
towed us toward and anchored off the harbor, and
that's all this day.

Remarks. Saturday, November 6th 1868
At this day pleasant, and the ship is in the harbor, and
the ship is in the harbor.

Remarks. Sunday, November 7th 1868
At this day pleasant, and the ship is in the harbor, and
the ship is in the harbor.

Remarks. Monday, November 8th 1868
At this day pleasant, and the ship is in the harbor, and
the ship is in the harbor.

Remarks. Tuesday, November 9th 1868
At this day pleasant, and the ship is in the harbor, and
the ship is in the harbor.

Remarks. Wednesday, November 10th 1868
At this day pleasant, and the ship is in the harbor, and
the ship is in the harbor.

Remarks. Thursday, November 11th 1868
This day pleasant, and the ship is in the harbor, and
the ship is in the harbor.

John W. H. H. H.

Page missing - 7/2/1907
MR29310
24/10

D. Anna left 4 M. Barnes Crossing
Remarks Monday Nov 2^d

Remarks Monday Nov 2^d

1000 from the NW Perry
1000 from the same Perry
over hauling the ship

1000 feet. I then put over the same line (over Hauling the Ship) from the H.M. 1000 feet.

Lat

Long

Rem. & Co. The City Nov 24th

Remarks The story Nov 24th
 Confirmed by Smith B. on my by W. M. Hearn, Esq &
 the same Totten Park which the same

Feb 27, 47

Long 18922

concedido. Madrid, Mayo 26

Continues west. Seege one the N. Man?

Clear, Breezy, S. E. Wind & 1 to 2 P.M.

1790

L 118467

Re, up Thursday Nov 26th

hanging much the same and Little
Port Hong being and cloudy over Hauled
the meat in the other Haul

of 2445

Long 11389

Remarks Friday Nov 27th

to be sent to the M^{rs} Hearing E^t
with the other 100 to the T^o of the
H^o of the S^o of the S^o

Sept 28/70

Lo 9 11837

| | |
|---------|-----------|
| Remarks | 1st Nov 2 |
|---------|-----------|

to travel fresh from the N. M. S. the
the front to the North end of Cape St. Lucas since it
for one Squally

July 22 19

Log 10-10846

9. Tullapagos an off shore point
Remarks Monday Nov 31st
Begins with light to the by which thing
the light will be 1/2 of the light
the mark 1/2 1/2 1/2

Lat 1133

Continues light to the by which thing
the light will be 1/2 of the light
the mark 1/2 1/2 1/2
Lat 1134 Long 10245

Remarks Tuesday Dec 1st
Continues moderate Breeze from the N. by
at night light of the light will be 1/2 of the light
Lat 1135 Long 10246

Remarks Wednesday Dec 2nd
Continues light to the by which thing
the light will be 1/2 of the light
the mark 1/2 1/2 1/2
Lat 1136 Long 10247

Remarks Thursday Dec 3rd
Continues moderate Breeze from the N. by
at night light of the light will be 1/2 of the light
Lat 1137 Long 10248

Remarks Friday Dec 4th
Continues moderate Breeze from the N. by
at night light of the light will be 1/2 of the light
Lat 1138 Long 10249

S. P. Aurora Capt Wm Burns

Dec 5th 1868
at times with a strong NW. breeze
and some rain. Part fresh breeze from - ESE

Lat 18 49

Long 102 08

Dec 6th
at times with a strong NW. breeze
and some rain. Part fresh breeze from - ESE

Lat 18 41

Long 102 00

Remarks Monday Dec 7th
at times with a strong NW. breeze
and some rain. Part fresh breeze from - ESE

Lat

Long

Remarks Tuesday Dec 8th
at times with a strong NW. breeze
and some rain. Part fresh breeze from - ESE

Remarks Wednesday Dec 9th
at times with a strong NW. breeze
and some rain. Part fresh breeze from - ESE

Lat 18 5

Long 100 22

Remarks Thursday Dec 10th
at times with a strong NW. breeze
and some rain. Part fresh breeze from - ESE

Remarks Friday Dec 11th
at times with a strong NW. breeze
and some rain. Part fresh breeze from - ESE

Lat 17 32

Long 97 16

Cruising Between Season Sea

Remarks Saturday Dec 12th
Beginning with a fresh gale from the NW
light breeze the barometer settled and fell
Set 948 Log 97.2

Remarks Sunday Dec 13th
Began with a fresh breeze squally with
rain squalls began the fall of middle and then
Set 948 and Rain squalls

No obs
Remarks Monday Dec 14th
Continued Calm and Rain squalls
Set 948 Log 97.81

Remarks Tuesday Dec 15th
Beginning with a light breeze from the NW
Rain squalls and gale from the NW
Breeze from NW heading etc
Set 948 Log 97.31

Remarks Wednesday Dec 16th
Continued moderate breeze and squalls
Set 948 Log 97.23

Remarks Thursday Dec 17th
Began with a light air from the South
at 10 PM 10.45 W. Hauling 5 lb S
and 1 lb in 100 fathoms Rain and thick

Remarks Friday Dec 18th
Continued moderate breeze squalls from the S
breeze heading to the S. barometer
Set 948 Rain

No obs
Remarks Saturday Dec 19th
Continued light breeze from the NW
Rain squalls from the NW
breeze a calm
Set 948 Log 97.08

Bak Aurora Sept 7, Barnes

Continued from Her Middle and La Her
1841. 94 1841 73.35

Remains Monday Dec 21st
 Calm this day, one observed a Mother by
 current 1 Boat Per Hour

17560 Toy 936

Remarked Tuesday Dec 22nd
the day calm and Rain. Howev^r the lat Pa^{rt}
a light air from the NE
Lat 40 02 Long 91 46

Begins with a light rain on Wednes day Dec 23
 the 10th Middle and 11th of Dec 24

L9 Remarks Thos day to 24th
 Begins with a fresh breeze on Tuesday
 from the S. & then on the Southern back
 & midle an S. & a P. & a S. & a Breeze
 and then a S. & a P. & a S. & a Breeze
 L10 to C July 1924

Remarks Friday Dec 25th
Began with a moderate Breeze and Squally
For the fore part of the day the
made and Tiller but much the same

La V 3 87 Song 9686

Remarks Sat Dec 26, 44
Continued much the same at 4.30. Loss
made however was small. But did not see
them again. Made and filled last nest
to the top. 4 eggs speckled. Egg
the first of Callipepla. Ship on Lake
Lake.

24

Cruising - Between Season

Remarks Sunday Dec 31st
Continues various wind & rain. At 10 AM at day
observed a strong current to the N. W.
and then part to

Remarks Monday Dec 29th
Continues variable wind and rain. Shows
up on different parts, holding for 2 days
falling for 2 days. At 10 miles to the N. W.
middle of the fish line at about 12 miles
middle of the fish line. Rainy. The sun
is not seen.

Remarks Tuesday Dec 29th
The day various wind in Rain. Trying
to work to the N. W. a strong N. W. current
running South. Islands in sight. Have not
yet to see in 2 days.

Remarks Wednesday Dec 31st
This day moderate breeze from the N. W. on
Rain. Showers clearing to the N. W.

At 1.08 PM

Remarks Thursday Dec 31st
Continues moderate breeze from the N. W.
at 1 PM the Island of Abingdon Bearing
E. 10 miles. At 1 PM the Rain
shows. (at Noon Abingdon 10 miles. At 1 PM
at Noon Abingdon 10 miles. At 1 PM

Remarks Friday Jan 1st 1869
Begin with a calm middle and light
breeze. At 1 PM on the N. W. at 4 AM
Pass the East end of Abingdon
at Noon of Abingdon

56 Aurora Capt Wm Barnes

Remarks Sat Jan 2nd

Began with a light air from SW 11 p.m.
and light breeze freshened till 1 p.m.
when the S.W. veering to the East and
lighted Lower Stone

Remarks Sun Jan 3rd

Continued fresh breeze from the S.W. at 1 P.M.
breeze lower island finally S.W. freshened till
Part on different locks starting to the S.E.

Sat 0567

Remarks Monday Jan 4th

Continued pleasant weather and SW breeze
with Part of the S.W. breeze freshened till 1 P.M.
when the SW breeze freshened up to 1 P.M.

Remarks Tuesday Jan 5th

Continued fresh breeze from the S.W. at 1 P.M.
on Tropic the breeze freshened.

Remarks Wednesday Jan 6th

This day Employed by the S.W. breeze at 1 P.M.
on the S.W. breeze freshened till 1 P.M.

Remarks Thursday Jan 7th

Began with a moderate breeze from S.W. at 1 P.M.
and freshened till 1 P.M. when the S.W. breeze
freshened till 1 P.M. when the S.W. breeze
of Albemarle

Remarks Friday Jan 8th

Continued light air from the S.W. at 1 P.M.
when the S.W. breeze freshened till 1 P.M.
No 01

Remarks Sat Jan 9th

This day employed by the S.W. breeze at 1 P.M.
when the S.W. breeze freshened till 1 P.M.
No 01

ST 2.82 S 1, 9301

Trussing Between Season off Shore Ground
Remarks Sunday Jan 10 1861
Today frost 41° on shore 44°
Lat 41.34 Long 75.35

Remarks Monday Jan 11th
Continues fresh breeze and clear sky
the barometer rising to 30.15 and fresh breeze

Lat 41.33 Long 75.49
Remarks Tuesday Jan 12th
Today continues fresh breeze and clear
sky 41.34 Lat 75.49 Long

Lat 41.34 Long 75.49
Remarks Wednesday Jan 13th

Continues the same as last night. A fresh
breeze and clear sky. The barometer rises to 30.15
on the northern tack in 1 PM now ship is
under way.

Lat 41.34 Long 75.49

Remarks Thursday Jan 14th
This day fresh trades and cloudy. The barometer
lowers. At 1 PM ship is under way. The
barometer rises to 30.15 and clear sky.

Lat 41.34 Long 75.49

Remarks Friday Jan 15th

This day is a continuation of the storm. The
barometer lowers and the wind is fresh. The
barometer rises to 30.15 and clear sky.

Lat 41.34

Long 75.49

Remarks Saturday Jan 16th
Continues much the same. The barometer
lowers and the wind is fresh. The barometer
rises to 30.15 and clear sky.

Lat 41.34

Long 75.49

Remarks Sunday Jan 17th
Continues much the same. The barometer
lowers and the wind is fresh. The barometer
rises to 30.15 and clear sky.

Lat 41.34

Long 75.49

January 1869

Low 20. June 21 1861

Continued to be a very fine day
with a S. by E. Wind, 1861

Lat 00 02 S Long 10 50

Remarks Monday Jan 24th

Continued much the same as black jack
with a S. by E. Do.

Lat 1 20 S Long 10 20

Remarks Tuesday Jan 25th

Continued much the same as black
jack with a S. by E. Do.

Lat 2 30 S Long 10 30

Remarks Wednesday Jan 26th

Continued much the same as black
jack with a S. by E. Do. Reached 5th of Deep & Park

Lat 3 41 S Long 11 50

Remarks Thursday Jan 27th

Continued much the same as black
jack with a S. by E. Do. Reached 10th of Deep & Park
and Clouds

Remarks Friday Jan 28th

Continued much the same as black
jack with a S. by E. Do. Reached 15th of Deep & Park
and Clouds

Lat 4 54 S Long 10 30

Remarks Saturday Jan 29th

Continued much the same as black
jack with a S. by E. Do. Reached 20th of Deep & Park
and Clouds

Lat 5 02 N Long 11 50

Cruising Between Seasons of the present
Remarks Sat Feb 11th 1861
The day was a continuation of 5 or 6 miles
showing the lower parts of the Cape Bar

Lat 40 10 S Long 116 30

Remarks Saturday Feb 11th
Continued near to the same shipping zone

Lat 40 22 S Long 117 30

Remarks Monday Feb 13th
The day fresh breeze and cloudy - show
ing the Cape Bar and the Cape Bar
first to the coming of the steamer

Lat 40 51 S Long 118 30

Remarks Tuesday Feb 14th
The day began with a fresh breeze and
the steamer visible down middle and
right of Cape Bar - showed the light

Lat 40 36 S Long 118 00

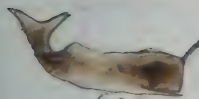
Remarks Wednesday Feb 15th 1861
The day calm and hazy with rain showers
the steamer visible

Lat 40 26 S Long 118 20

Remarks Thursday Feb 16th

Continued much in same at 11th the steamer
came to anchor and brought on board a few
fish and other things. The day being a fair
Wholesale of our Mr. Smith for the night
at 11th the steamer with 1500 on
board showed at 11 AM finished with

Lat 40 20 S Long 118 30



B.K. Aurora Cruising on the Line 11
Remarks Sunday Feb 15 1892
This day the tides fresh breeze
The wind stronger and strong current to the
W. S. W. started in by north middle
fairly good breeze strong showing
ship on in W. S. W. look

Lat 00 15 S Long 118 50

Remarks Monday Feb 16 1892
Continued much the same at
W. S. W. passed down middle and then Port
to by

Remarks Tuesday Feb 17 1892
this day fair weather strong

Lat 00 05 S Long 118 25

Remarks Monday Feb 18 1892
this day fair weather and small showing
the W. S. W. Breeze Bt of Beaufort Port
No 1

Remarks Tuesday Feb 19 1892
this day Pleasant weather Steady
various courses at 9 AM saw a whale going
quick to the S. E. Tame but did
not see him again. Cooper and Steward
down to Bt of Port

Lat 11 26 S Long 118 40

Remarks Wednesday Feb 20 1892
this day Pleasant weather Steady to the S. E.
at 6 AM saw for water set on the W. S. W.
going quick to the S. E. Reuter Harrison, mi per
two mile the West Boat Stove for the whale
to the ship and cut him

Lat 00 07 N Long 118 30

Remarks - Thurs. Feb 18th
made all sail the whole of the M. W. How
going to the 10th house and Puller after snow
the it up came on Board in Startle the M. W.
mill and after Pat Kim Shows lost
in the M. W. Boat and Refused it at 12 AM
Lester down Brought a cask of Bread
\$0.00

Remarks Friday Feb 16
This day continued making up house
with Mr. Will and sister and the
ship on report.

Feb 17 1861

1. Remained at A 2. H
 3. Continued making the Run 1/2 g l
 2. My horse on water to 1 m. struck 5 down
 3. Got the first and to the Ship at 11 AM
 made a 1/2 Secre in the Chest 4 5 PM commenced
 butting finished at 1 PM

22

Long 11813

Remarks June 21st
 four miles per h. Breeze at 3 PM started
 the work ship on Port tack made and
 Sailed Port much the same at 6 PM saw
 a whale going to the S & gush barrels at
 a Resing. Landed 2 Boats Boat did not see
 him out as the boat.

Henry's mother. Feb. 22. no
 this day continued upon the same course. feeling
 a little better & more comfortable. There is
 no sign of the ship yet. It is too dark
 to see.

SR Aurora Cruising on the line between

Remarks Thursday Feb 23rd
The day pleasant weather at 11 AM look
ed a long while, gradually clearing in the
at and latter part squally with a bad sea
and snow but 80 lbs of oil in the main tank

Lat 41.00 N Long 111.20 W

Remarks Wednesday Feb 22nd

Cumulus drifting, and rather fresh breeze and a bad
day in at dusk looked up in the night night
at 10 PM but after 1.10 C. in the Red

Lat 41.22 N

Long 111.20 W

Remarks Thursday Feb 25th

Continuing with snow and clear at 11 AM
sailing the ship and clearing the ice
at 1 PM. Employed men to get Harper's
from Malacca down in the after hatch to floor
the bilging water away it was heavy and rough
the second mate put him in the boat in the main

Lat 41.40 N

Remarks Friday Feb 26th
Began with a light air and then finished sailing
the ship, sailing the ship in water at a good
rate and latter part rain squally. Employed
sailing

Lat 41.35 N Long 121.10 W

Remarks Sat Feb 27th

The day continuing light air and calm until
latter part rainy showers sharp and violent
at 10 PM to the 10 PM and 10 PM

Remarks Sunday Feb 28th

Continuing Rain showers and calm
the 10 PM at 10 PM

Lat 41.20 N

Seasons from 11800 to 121000

Remarks Monday March 1st

1867

this day continue light air and cloudy clearing to the
Eastward with a light southerly wind with Part fresh
squalls and rain. The crew employed to take down

Lat 00 04.21 Long 121 58

Remarks Tuesday March 2nd
Continue much the same. At 9 AM the
sails were taken down and the ship
was left to drift. The crew employed to take down

Remarks Wednesday March 3rd

Continue much the same. At 9 AM the
sails were taken down and the ship
was left to drift. The crew employed to take down

Lat 00 30 S Long 122 16

Remarks Thursday March 4th
Continue much the same. At 9 AM the
sails were taken down and the ship
was left to drift. The crew employed to take down

Lat 00 27 Long 123 04

Remarks Friday March 5th

Continue much the same. At 9 AM the
sails were taken down and the ship
was left to drift. The crew employed to take down

Lat 00 02 N Long 124 00

Remarks Saturday March 6th
Continue much the same. At 9 AM the
sails were taken down and the ship
was left to drift. The crew employed to take down

Lat 00 30 Long 124 30

B. K. Aurora from the Line Words

Remarks Sunday March 7th

Continues with fine weather clear sky,
NW trade and light breeze

Lat 1.52 N Long 126 37

Remarks Monday March 8th

Continues with fine weather clear sky
the main hatch down the oil is 50 bbls in
the main hatch

Lat 3.20 N Long 127 31

Remarks Tuesday March 9th

This day Pleasant weather. Employed repairing
oil tanks middle Port main squalls

Teller Port Clear Painted Ship aft

Lat 5 14 Long

Remarks Wednesday March 10th

Began with a fresh breeze and squally
Heavy rain squalls. Teller Port
made sail

Lat 8 30 Long 131 41

Remarks Thursday March 11th

Continues with breeze and squally
Heavy rain squalls. Teller Port
the same

Lat 9 11 Long 134 46

Remarks Friday March 12th

This day Continues with the same employed
painting Port main hatch and
middle Port do employed painting ship
down NW

Lat 10 52 Long 137 04

The Sandwich Island March 1863

17th March 1863

Continues light breeze from the N.E. bearing 141st
 Lat 14° 12' and Long 151° 30' to 151° 35'

Lat 12° 30'

Remarks: Light breeze from the N.E. bearing 141st
 The Day continues light breeze from the N.E. bearing 141st
 Lat 14° 12' Long 151° 30'

Remarks: Monday March 15th

The Day continues light breeze and clear
 The Day continues light breeze and clear
 The Day continues light breeze and clear
 The Day continues light breeze and clear

Lat 16° 14'

Long 145° 30'

Remarks: Tuesday March 16th

Continues light breeze from the N.E. bearing 141st
 The Day continues light breeze from the N.E. bearing 141st
 The Day continues light breeze from the N.E. bearing 141st
 The Day continues light breeze from the N.E. bearing 141st

Lat

Long 141° 36'

Remarks: Wednesday March 17th

Continues light breeze from the N.E. and cloudy weather
 The Day continues light breeze from the N.E. and cloudy weather
 The Day continues light breeze from the N.E. and cloudy weather
 The Day continues light breeze from the N.E. and cloudy weather

Lat 18° 19'

Long 141° 36'

Remarks: Thursday March 18th

begins with a moderating breeze from the N.E. and clear
 The Day continues light breeze from the N.E. and clear
 The Day continues light breeze from the N.E. and clear
 The Day continues light breeze from the N.E. and clear

Lat 18° 50'

Long 141° 01'

Remarks: Friday March 19th

The Day continues light breeze from the N.E. and clear
 The Day continues light breeze from the N.E. and clear
 The Day continues light breeze from the N.E. and clear
 The Day continues light breeze from the N.E. and clear

19.74

152.15

Remarks of New Bedford from the Time to
Remained Sat March 20th
Begins with a light air from S. a heavy swell
from the N. W. little and later part of heavy
and S. W.

Sat 19th 36

Sat 19th 36

Remarks Sunday March 21st

Begins with a moderate breeze from the N. E. C
cloudy with light rain at times later
at times heavy from the S. E. lighter
Mene Rea 4th mts last heavy S. E.

Sat 20th 36

Remarks Monday March 22nd

This day begins with a calm and cloudy
with light rain from S. W. and S. E. and
at 11th a heavy S. E. gale

Tuesday March 23rd

Begins with a moderate breeze from N. E. and
at 11th a heavy S. E. gale from the South side of Maun
at 8th A. M. sent a Boat on shore at Tahiti
Came on board at 12 A. M.

Remarks Wednesday March 24th

Begins with strong trades in the Passage
at Motaki Channel called all hands and

Double beating the topsails at day light
Cape Mill Point is a view on Honolulu at
at 8th A. M. Boat came on board and when
loose the log was sent in and made fast to
the starboard post at 10th A. M. commenced to break and the
mill sent the log to the Hospital
at 1st O. C. this day to Council Harbor log

The Sandwich Islands Capt M Mr Barnes

1840 Thursday March 25th

This day fine weather and fresh breeze. Employed putting
out fire the oil and began to burn the by
the steam

Remarks Friday March 26th

Continued pleasant weather and fresh breeze. Finished
leaving ship and stowed the gear and here on going
Coopering the oil

Remarks Sat March 27th

This day pleasant weather. Employed getting a new back stay
and caulking the oil the Cooper to work, putting on
Coiling on the stem

Remarks Sunday March 28th

This day pleasant weather and fine sail with fair
showers

Remarks Monday March 29th

This day with breeze and squally with rain
Employed stowing and filling the missing two pieces
of the Harrison and a 4 mate on shore bench

Remarks Tuesday March 30th

This day employed getting Palatine and stow
finished painting ship. Doctor Harrison on charge
for incapacity. So ends the day of 18th hour
to commence a new day

Remarks Wednesday March 31st

This day at 5 P.M. left the wharf and went to sea
Got out the double beam the capstan and stood
afire on the 4 mate and cooper on shore mast
and taller part fresh breeze. Employed variously the rest of
the crew and one Vice was away

Remarks Thursday April 1st

This day much the same. Laying out on board
to ship in sight

Dr. Howard of New Bedford from the Sandwich

Remarks Friday April 2nd 1869
This day being busy at 2 PM Captain came
on board with several men making 5 in aft
of ship. Heer at bar in Barber's Point
Showing light at sunset. Breeze light
at 4 PM the time to anchor at Koloa as
rain is falling now.

Remarks Sat April 3rd
The day continues much the same.
Employed in the wood and other stuff
in cabin. Saw 3 bullheads & eggs and Catfish
Saw a lobster and turtle at 6 PM.
Got under way at 10 AM and anchor and
Koloa in chain down to 10 PM. Rainy
at night and rain of a heavy rain.

Remarks Sunday April 4th
Begin with a light breeze from N. by E.
Wind at night light middle part fresh breeze. Show
the light sail at 7 PM. The light is
in the light. At 10 PM it made all
at 11 PM in the light.

Lat 23 28

Long 162 56

Remarks Monday April 5th
Continues with breeze and clear middle and
further part light as Breeze as new main spars
and part a reef in the spar.

Lat 24 52

Long 164 20

Remarks Tuesday April 6th
Continues light and from the NW. Showing NW
at 10 and further part light. Breeze at 11 PM
at 12 PM.

Lat 25 12

Long 165 00

Islands words the Arctic Ocean

Remarks Wednesday April 7th

Began with a light air from the North East
at 11 AM. Sailed for the North West
at 1 PM. Sailed for the North West
at 1 PM. Sailed for the North West

Lat 30.35 N

Remarks Thursday April 8th

Continued much the same employment
and forenoon and forenoon and forenoon
at 1 PM. Sailed for the North West

Lat 29.10

Long 164.50

Remarks Friday April 9th

At 1 PM. Sailed for the North West
at 1 PM. Sailed for the North West
at 1 PM. Sailed for the North West

Remarks Saturday April 10th
Continued much the same employment
and forenoon and forenoon and forenoon
at 1 PM. Sailed for the North West

Lat 33.50

Long 165.33

Remarks Sunday April 11th

Continued much the same employment
and forenoon and forenoon and forenoon
at 1 PM. Sailed for the North West
at 1 PM. Sailed for the North West
at 1 PM. Sailed for the North West

Lat 36.00

Remarks Monday April 12th

Began with a light air from the North East
at 11 AM. Sailed for the North West
at 1 PM. Sailed for the North West
at 1 PM. Sailed for the North West

Lat 37.10

Long 166.11

66° Area from Sandwich Islands towards the

Remarks Tuesday April 13th

Began with a moderate breeze from the NW
clearing All night Part the wind to SE and rain
faller part moderating check for the wind coming to
the 13th

Lat 16 30

Remarks Wednesday April 14th

Began with a moderate breeze from the NW
at 4 PM shifted ship heading NW by NW by N
the more hauls to SE thick mist or fog Part
next the sun clearing 11 1/2 A

Remarks Thursday April 15th

Began with a fresh breeze from the NW
at 9 PM the sun rose to the NW in blue on west
shortening sail close reef Trawl and Keel
more sail, wind and fog Part
Tatter Part moderating check for the wind coming to
the 15th

Lat 15 40

Long 170 20

Remarks Friday April 16th

Began with a fresh gale from the NW
and clear weather All sail at Keel exposed
and Keel corner mottled the Part next
the sun

Lat 14 00

Long 170 20

Remarks Saturday April 17th

Began with a fresh gale from the NW
the sun rose to the NW by N
mist but moderating Tatter Part next
moderating the sun clearing Part

Lat 13 40

Long 161 50

Arctic (can april 18.61) left N.M. Bay

Remarks Monday April 18th
Can in line with 9 madagasc. Trees
11.00 AM. N.W. 1/2 mile in S.W. 1/2
last Squal.

Lat 50 30 Long 170 20

Remarks Monday April 19th
Begin with a moderate breeze from S.W.
Steam N.W. 1/2 mile. The wind veered to E
with heavy squalls shortened sail at 1.00 PM
sailed too heavy S.W. Blow, Heavy

Remarks Tuesday April 20th

Continues blow a gale at 1.00 PM was
flying to the N.W. moderating a little more and
S.W. 1/2 mile. The wind veered to E
at 1.00 PM. N.W.

Lat 51 30 Long 171 45

Remarks Wednesday April 21st
Continues with heavy squalls from
N.W. 1/2 mile. On the coast to the N.W. 1/2 mile
at all points. The N.W. 1/2 mile. The N.W. 1/2 mile
squalls. Ship on different tracks
Sighted the coast to the N.W.

Lat 51 45 Long 172 00

Remarks Thursday April 22nd
Continues fresh breeze from N.W. and
snow squalls. Ship on different tracks
on the coast to the N.W. 1/2 mile. The N.W. 1/2 mile
at all points. The N.W. 1/2 mile. The N.W. 1/2 mile
squalls. Ship on different tracks
Sighted the coast to the N.W.

Remarks Sunday April 21st
This day continues blowing a fresh breeze
from the N. by E. on light winds
between the Islands of Sequam & San Juan
Smile Port to Lillooet Port on the western coast
and Sequam at 12 M.

Remarks Sat April 24th
This day begins with a fresh Breeze from
the S. by E. strong storms ship on the western
coast at 10 P.M. Lacked ship heading to
the straits Lillooet Port so thick weather
could be Hazy
No ab.

Remarks Sunday April 25th
This day begins with a fresh Breeze from
the N.W. and thick weather with snow storm
middle and Lillooet Port much the same at 10 AM
ward ship heading west

Remarks Monday April 26th
Continues fresh gale from the N.W.
at 5 P.M. wind shift to the N.E. mile
and ship start on light winds thick cloudy
Weather
No ab.

Remarks Tuesday April 27th
Continues fresh Breeze from the N.W.
and cloudy at 11 P.M. made light ship
on the northern coast mile Port calm latter
the moderate breeze and fresh wind
Lead

Lat 45.00

Long 123.00

Remarks Wednesday April 27th

Begins with a fresh breeze from NNE
and a light S. to W. breeze. Leads
the to ports made and Luller Port being a
sally at 10 AM in more S. to W. NNE
NNE

Lat 55 51 Long 111 20

Remarks Thursday April 28th

Begins with a fresh breeze from NNE
and a light S. to W. breeze. Leads
the to ports made and Luller Port the
more to the SW with the snow strong
NNE

Lat 57 50 Long 117 00

Remarks Friday April 30th

Begins with a fresh breeze from the NW
steering to the NW and at 4 PM came to
the more ship to the S. and Hazy weather
and I. K. M. was ship to the S. and Luller Port
steering NW in ice in sight to the East

Lat 58 00 Long 118 45 W

Remarks Sat April May 1st

Begins with a moderate breeze from SE and snow storm
steering NW at 5 PM. Now see to the ship
to the SW at 7 PM were ship heading
NW. Thick snow storm

Lat 58 45 Long 118 50 E

Remarks Sunday May 2nd

Begins with a moderate breeze from the West
steering NNE at 6 PM. Now see to the ship
the ice again more Port on sight to the S. and
Port. Steady the Massachusetts 18 miles in sight
Luller Port steering to the NW

Lat 59 16 Long

Bk Aurora Cruising in the Anadiar Sea

Remarks Monday May 3rd
This day begins with a fresh breeze from the NW
steering to the NW 60 long but ice
middle and latter part laying a back up
to the ice

Lat 61 04

Remarks Tuesday May 4th
Begin with a fresh breeze from the NW
steering to the NW 60 long and latter part do
but a few sails

Remarks Wednesday May 5th
Continues pleasant weather ship laying
back up to the ice 27 sail in sight
middle and latter part ship on different tack
up to the ice

Lat 60 20

Remarks Thursday May 6th
This day begins with a fresh breeze from
the NW and clear. Laying up to the
ice 27 sail and latter part much
ice

Remarks Friday May 7th
This day begins with a fresh breeze from the NW
steering to the NW 60 long and latter part do
but a few sails

Lat 60 04

Remarks Sat May 8th

This day begins with a fresh breeze from the NW
steering to the NW through the ice 25 sail in
sight

Lat 59 48

Long 123 00 E

in May in the Ice

Remarks Sunday May 9th

Began with a moderate breeze from the N.W. middle Part calm latter Part light Easterly wind working in to the S.W.

Lat 60.05 Long

Remarks Monday May 10th

Began with a fresh Breeze from the N.W. at 5 P.M. Packed up in Heavy Ice all last forenoon middle and latter Part a Heavy swell from the N.

Lat 59.15

Long 17.15

Remarks Tuesday May 11th

A fresh breeze from the N.W. and a Heavy swell from the S.W. at 4 P.M. carried away the latter part of the Spring the Head of the Rudder filled a temporary bond the Ship bounding Heavy Wind and latter Part much in clear

Remarks Wednesday May 12th

This day is much the same filled a Racer of Rudder tacked and put them on middle and latter Part much

Remarks Thursday May 13

This day much the same with the S.W. ships blocked in the Ice ~~last~~ latter Part

Remarks Friday May 14th

This day fresh Gale from the S.W. and Heavy swell several made in the ice

Remarks Sat May 15th

A fresh breeze from the N.W. the Rudder stuck in the Ice

Bk Aurora cruising in the Anadar
Remarks Sunday May 16th
this Day fresh Breeze from the NE
and cloudy

Remarks Monday May 17th
this Day fresh Breeze from the NE
and cloudy

Remarks Tuesday May 18th
this Day Pleasant weather the Wind NW
the Ice softening a little since the Active
Pick up a dead whale carried the Blubber
one mile across the Ice and ship in the
NE hailing

Remarks Wednesday May 19th
this Day light air from the NE and clear
19 sails in sight

Remarks Thursday May 20th
continues much the same light air from
the NE

Remarks Friday May 21st
this Day Pleasant weather and light Westward Wind
with fog made sail to force through the Ice
at night and latter Part Warping ship through
ice
Lat 60 02 Long 145 40 E

Remarks Sat May 22nd
continues moderate Breeze on the NE
at 6 P M worked out in a Pack
of clear water. Made Port but no snow
shore in sight as the sea was
sooner white but could not see
boats for ice

Sea in the Ice all of the Month of May
Remarks Sunday May 23rd
The day begins with a gentle and light
S.E. wind, the ship fast to the ice
lined up all sail middle and latter part in
heavy ice
Lat 68 12

Remarks Monday May 24th
Continues fast from the ice
ice heavy middle part snow storm latter
part heavy

Remarks Tuesday May 25th
The day begins with a moderate breeze from
the S.W. and fog S.W. passed in the
ice middle part fast to the ice
the S.W. with snow

Remarks Wednesday May 26th
this day begins with a gale from the S.E.
and snow S.W. anchored to the ice middle and
moderating snowing hard.

Remarks Thursday May 27th
Continues thick snow storm and ice
heavy S.W. wind S.W. moderately so and ice
very broken part of ship S.W.

Remarks Friday May 28th
The day begins with a S.W. and thick fog ship in heavy
ice middle and latter part much to
Lat Long

Remarks Sat. May 29th
Continues ice middle and latter part a moderate
breeze from the S.W.
Lat 68 38 Long 176 19 E

Stk Aurora Capt W. M. Barnes

Remarks Sunday May 30th

Began with a light air from the NE thick fog
clearing away from the ship on Heavens
the middle and latter part calm

Lat 60 44

Remarks Monday May 31st

Continued calm and thick fog these 24 hours

Remarks Tuesday June 1st

Began with a light westerly air and thick fog
working through broken ice middle and latter
part N.W. wind and heavy

Lat 60 54

Long 179 01 E

Remarks Wednesday June 2nd

Began with a light air from the NE and heavy
working to the NW through broken ice
middle and latter part much the same sighted
the land bearing NW 50 miles distant

Remarks Thursday June 3rd

Continued fresh breeze from NE at 5 PM
tied the ship up to the ice thick fog
parted all sails middle and latter part so
beachy and ice

Remarks Friday June 4th

Continued moderate breeze from the NE
at 6 PM. Got under way and worked to the NW
middle and latter part much the same

Lat 61 32

Long 176 45

Remarks Sat June 5th

Began with a moderate breeze from the NW
working to the NE the land 40 miles distant
middle part so latter part calm

Lat 61 44

Long 176 45

Cruising in the Madcar Sea 1867

Remarks Sunday June 1st

Begins with a light air from the S.E. working
to the NW through the middle and latter part of

Lat 61 41

Long 168 00

Remarks Monday June 2nd

Continues light air from the S.W. 23 sail
in sight & hauling; ice and latter part light
weather. Sailed for miles with and back

Remarks Tuesday June 3rd

Continue Moderate Breeze from the S.W.
and thick fog at 10 Sailed for miles
came in light middle part to latter part clearing
to the NW through ice

Remarks Wednesday June 4th

Begins with a light southerly air and fog
light breeze clearing 2 1/2 miles last bearing
middle and latter part to

Remarks Thursday June 10th

Begins with a calm middle part ice latter part
light breeze from the S.W. Clearing a morning
the air light Moderate 10 miles last NW

Remarks Friday June 11th

Continues calm and clear all in the

Remarks Saturday June 12th

Begins with slight air from N at 10 PM
lowered one caught a waif. Sailed to
most Boat in Ice but the boat in to higher
at middle and latter part much the same

Aurora Capt W. M. Barnes

Remarks Sunday June 13th
 BB Begins with a moderate breeze from the NW
 The breeze for a while melted with the
 sunset Webster caught him and gave the
 sea Webster that of him finished at 2 AM
 Cape Chapman bearing NW 80 miles east
 Middle and Lower Part do

CP 66

Remarks Monday June 14th
 The sea begins with a light air from the NW
 and a day ship on distant looks in the
 weather Part with the sunset Webster
 Middle and Lower Part fresh Gale from the NW
 and thick weather

Remarks Tuesday June 15th
 Continues fresh breeze from the NW and thick
 and a day ship through the ice in clear water
 and a day swell from the NW mid - salt
 and thick

11 63 13

1 17 41 11

Remarks Wednesday June 16th
 Begins with a moderate breeze from the NW
 4 C ship on distant looks Lower
 24 started the works steering to the
 SE a long the ice

Lat 63 45

Remarks Thursday June 17th
 Begins with a moderate breeze from the NW
 and clear sighted the same day Lower Bay
 Middle Part staying a back
 Lower Part do

Cruising in the Arctic Ocean 1867

Remarks Friday June 18th

Began with a moderate Breeze from the NW
steaming past Cape Lisburne island
middle part along fresh double leading, thick fog
settled in before we made the H. shore
sighted the whole end of St Lawrence island

Remarks Sat June 19th

Continued fresh breeze from the NW
steaming to the NW made and latter part
day employed moving down in the water hole
Sat side sighted the land of St Lawrence
island

Remarks Sunday June 20th

Continued southerly wind and fog clearing
to the NW through ice, middle part calm latter
part light air and clear from the NW

Remarks Monday June 21st

Continued moderate breeze from the NW working
through between diamonds of Cape Port Middle
and latter part ship on different tracks

Lat 66.56

Remarks Tuesday June 22nd

This day continued fresh breeze from the NW
ship on different tracks middle and latter part
made the same

Lat 67.47

Remarks Wednesday June 23rd

Continued fresh breeze from the NW working
to the NW in ship sighted 8 miles square
latter middle part thick fog the latter part
steaming caught 33

Log of the B.R. Aurora Capt W.M. Barne

Remarks Thursday June 24th
Continued fresh breeze from the N and
a ship lying to some 10 miles
off the coast. Took 42

Remarks Friday June 25th
Continued fresh breeze from the NW
ship lying to some 10 miles off the
coast. In night a Beaver of 10 lbs. miles west
of the Port. Making 3 Boats got caught
in the ice. Hauled them over the ice to the
clear water. Stove them down.

Remarks Saturday June 26th
Continued fresh breeze from the NW. Working along the
ice for Walrus caught 50

Remarks Sunday June 27th
Began with a moderate breeze from the NW
in cloudy middle and Latter Part fog caught
38 Walrus

Remarks Monday June 28th
Began with fresh breeze from the NW
the fog lifted under that sail up to
the middle and Latter Part moderate
caught 50 Walrus. Cape Sider Bearing
S 30 m. 100

Remarks Tuesday June 29th
Began with a moderate breeze from
NW and strong middle and Latter Part. Ice
beached a lot of Beaver. Port.
Tot 62 40 caught 43 Walrus

Cruising in the Arctic Ocean July 15th 61

Remarks Wednesday June 30th

Begins with a moderate breeze from the NW
and hazy middle and latter part much the
same

Lat 67 30

Remarks Thursday July 1st

this day begins with a fresh breeze from
the NW and hazy middle and latter part thick weather and rain
caught 25 Mallard

Remarks Friday July 2nd

Begins with a fresh breeze from the
NW and hazy middle and latter part thick weather and rain
caught 30 Mallard

Lat 68 25 Long 171 28

Remarks Sat July 3rd

Begins with a fresh breeze from the NW
and hazy middle and latter part blowing a
fresh gale and thick

Remarks Sun July 4th

Begins with a fresh breeze from the NW
and hazy middle and latter part moderate caught
81 Mallard

Remarks Monday July 5th

this day begins with a fresh breeze from
the NW and rain middle and latter part so
that or thereabouts and under short sail

Remarks of Bedford Capt. Wm Brown
Remarks Tuesday July 6th
Sailed with a S.W. wind and light
Made Port Palm Lagoon Port 1st & 2nd Spans
6 caught 25 mutton

July 6th

Remarks Wednesday July 7th
Sailed with a moderate S.W. wind and light
Made Port Palm Lagoon Port 1st & 2nd Spans
6 caught 25 mutton

Remarks Thursday July 8th
Sailed with a W. to S.W. wind and light
Made Port Palm Lagoon Port 1st & 2nd Spans
6 caught 25 mutton

Remarks Friday July 9th
Sailed with a W. to S.W. wind and light
Made Port Palm Lagoon Port 1st & 2nd Spans
6 caught 25 mutton

Remarks Sat July 10th
Sailed with a moderate S.W. wind and light
Made Port Palm Lagoon Port 1st & 2nd Spans
6 caught 25 mutton

Remarks Sunday July 11th
Sailed with a light S.W. wind and light
Made Port Palm Lagoon Port 1st & 2nd Spans
6 caught 25 mutton

Cruising in the Arctic Ocean July 1889

Continues heavy July 12th
Light breeze from S.W. at 1 P.M.
Left Port Henry at 10 A.M.

Remarks Tuesday July 13th
Continues a fresh gale from S.W. at 1 P.M.
Anchored at 10 P.M. Let go the anchor
and moved Heavy

Remarks Wednesday July 14th
Remains with fresh gale from S.W. at 1 P.M.
The rain continues to fall. Rain continues
from the clouds under a light breeze

9 A.M. the ice came down on the ship
lost the Port anchor. Got away with
a light air from the N.W. Employed down
in the main boat

Remarks Thursday July 15th
Continues heavy rain from the N.W. Heavy gale
blowing the ship to the N.W. at 1 P.M.
The ship is now with a fresh breeze from
the N.W. and the rain continues

Remarks Friday July 16th
Continues fresh gale from N.W. and rain
at 1 P.M. continued from 1 P.M. until
the ship was at the N.W. and rain
continued to fall

Remarks Saturday July 17th
Continues heavy rain and thick fog. Port
left at 10 P.M. and down in the main block
at 11 P.M. Mollusks

B.R. Aurora of Montreal Capt W. M. Barnes

Remarks Sunday July 18th
Begins with a heavy Breeze from the SE
and clear sky in the A.M. ice
and different flocks of birds. Latter Part
strong wind from the South
and light breeze

Remarks Monday July 19th
Continues with the same Breeze and latter
Part light breeze from the SE and fog
caught 50 Walruses

Remarks Tuesday July 20th
Continues much the same Breeze in Breeze
very mild Part anchored to the Ice Latter Part
caught 25 Walruses

Remarks Wednesday July 21st
Begins with a heavy Breeze from the SE
the wind shifts East and different flocks
of birds. Cape Light Breeze SE 30 miles
strong middle Part of latter Part fresh
breeze from SE and rain clearing
at 6 o'clock

Remarks Thursday July 22nd
Continues fresh breeze from NW and
rain middle part latter Part light air from NW
Cape East Breeze SE 30 miles

Remarks Friday July 23rd
Continues light breeze from NW and clear Steady
SE breeze from the Breeze Middle and
latter Part various winds Steady SE

Cruising in the Arctic Ocean July 15th
Remarks Sat July 15th
this day begins with a fresh gale from
the N. at 3 PM came to anchor to
the E of Cape York at 12 Boat
loads of Meats and 1000 lbs of
Rice 1000 lbs of Flour 1000 lbs of
milk But the Wind fresh the 11th and light
Discovered Bay NW 10 miles

Remarks Sunday July 16th
this day light air from various quarters and
the Seamester bearing W 10 miles at

Remarks Monday July 17th
this day begins with a moderate breeze
from the N. at 11 AM the 11th and light
milk But the latter part of the morning
light 15 N. 16

Remarks Tuesday July 18th
begins with a light air from the S. and
the 11th and light milk But the latter part
moderate gale from East light 11
M. 11

Remarks Wednesday July 19th
begins with a fresh gale from East
the 11th and light milk But the latter part
the 11th and light milk But the latter part

Remarks Thursday July 20th
begins with a fresh breeze from East
and Rain at 3 PM brought up to
be looked at
Jones with the 11th and light milk But the latter part

BK Aurora of New Bedford Capt Wm Barnes

Remarks Friday July 30th
Begins with a light air and thick fog, ship
on various courses from 10th in evening. Both
middle and latter part the same breeze
and thick weather

Remarks Sat July 31st
Begins with a light air from N by E
and thick fog, ship on the N by E
both middle and latter part Tacking a Breeze
started the boats working matters

Remarks June August 1st
this day Begins with a fresh Breeze
from N by E clear ship on the Eastern
Coast at 8 AM coaled down

Remarks Monday August 2nd
this day Begins with a fresh breeze from
the N by E sails in sight at 6 PM
breeze from ahead didn't get him
latter part Stood down in the After Hatch
see Bk of Matthews

Remarks Tuesday August 3rd
Begins with a light air and fog from
the N by E middle and latter part much
the same thick weather

Remarks Wednesday August 4th

Continues light air from the N by E and some stores
middle part calm latter part much
the same landed some 12 fathoms
of water

Cruising in the Arctic Ocean August 1864

Remarks Thursday Aug 3rd

Begins with a light air from NE and snow
at 11 AM blows for a squall with light breeze
Middle Part Snow Storm ~~the~~ Part blowing
from the NE ship on different tack

Remarks Friday Aug 4th

Continues off shore a Gale and Snow Drifted from 12 fathoms
to 18 fathoms Middle and Latter Part moderating
Carrying all sail working to the NE between the ice
and land

Lat 70 08

Remarks Sat August 5th

Begins with a moderate Breeze from the NE and
Rain ship on different tack Middle Part calm
unpleasant Latter Part light air from the S
ship on the water between the land & the

Lat 70 15

Sun

Remarks Sunday August 6th

Begins with a moderate Breeze from NE
until 1 PM Middle and Latter Part much the same

Lat 70 10

Remarks Monday August 7th

This day continues fair Breeze from the NE
and a squall with the land in 10 to 12 fathoms
of water ship on different tack in the afternoon
Middle and Latter Part much the same
lighted the land

Remarks Tuesday August 10th

Begins with a fresh Breeze from ESE 84 Sail in
Sight Middle and Latter Part much the same
ship on short tack between the ice and
land

Lat 70 20

Remark Wednesday August 11th

Continued Pleasant Weather and boat trip from
the 16th Street Ferry, near the
Mile Post. The water was
very high, and the boat was
very full. The water was
very high, and the boat was
very full.

78 70 92

Remarks Thursday August 12th

Begin with a moderate breeze from
the N. E. and the squall middle P.M. so that the
boat calm. Rent a new job James with the
oriole

Feb 70 Ht

Remarks, ^{Friday} August 18th

Begins with a light air from the N. - Shop
laying a light fog across road. Mail and
train go much the same the same it must
be so because of the day before & after

48 70 98

Remarks 17 August 14 14

Begin with a moderate Breeze from the NW

at 4 PM lowered and struck a water

and I see some hair inside and the rest

and the next 2 weeks

14th Feb,

Remarks June August 15th

continued. a fresh breeze from the NE on
Halsey off of the ice the land in sight
4. mile Bar V. by Table now more all S.E. working
to the 3rd bar ice in 3 mile from ice

39. 20 10 L.

Barnes Cruising in the Arctic Ocean Aug 1899

Remarks Monday August 16th

Continues much the same at 5 P.M.
Double Bees the Sprit middle and latter
Part which fog

Remarks Tuesday August 17th

Begin with a thick fog and a light air fog at 4th
the on different looks middle and latter Part
do

Remarks Wednesday August 18th

Begin with a thick Beez from the 16th and
the day on short tacks Between the Ice
and land to sail in light middle and latter Part
thick fog

Lat 70 31

Remarks Thursday August 19th

Begin with a thick Beez from the 18th on
Spiral tack making by the middle Part thick
fog and a thick latter Part from the 18th
Part of the day

Remarks Friday August 20th

Begin with a thick Beez from the 19th
the morning to the 19th at 5 P.M. come thick fog
and thick Beez double tacks the Sprit middle Part
do latter Part made sail the natives came
up to the ship at Point Franklin
a look of Beez from the 19th of Beez

Lat 71 34

B K Aurora of Portland cut Capt M H Barnes

Remarks Saturday August 21

Begin with a fresh breeze from the N
at times I look to the N of
the ship and working up I have
middle Port thick later Port the time
come to 6 hours 18

Remarks Sunday August 22

This day begins with a light air and fog at 1 P.M.
the Hellen now cutting her last peak at 2.30
come to 18 follows at 3 hours 18
Point Barrow being at 5 miles last
middle Port thick fog at 9 A.M. Hove up
anchor and went North of the Point came in
in 7 follows the Point Barrow N.W. 10 miles

Remarks Monday August 23

This day begins with a light air from the N.E.
at 1 P.M. lower and corner of Bowhead got
the ship under way and took the whale to the
ship and commenced cutting line at 8 P.M.
the ship then hauled in the Cagle but back
a mile later Port fog

Remarks Tuesday August 24

This day begins with a light N.E.
wind and fog lower the boats and hove
up anchor then set one middle Port
thick fog later Port lower the boats
and sent them in the Eastward to the
creeper got foggy. Sawn a few seals
the day setting East started the
Whale

Cruising in the Arctic Ocean Sept 1867.

Remarks Wednesday Aug 25th

This day begins with a light NW wind in the
fog boats off in the AM the ship under way
anchor and stand off to the N. The
came to a stop at 11 PM the Eagle Boat came on
left side told us that one of our Boats had a whale
about 6 miles off to the N. Sent 2 Boats to help
him the ship went under way and started up to the
N at 11 PM the 2 Boats returning could not
find the whale and at 5 PM the other Boat returned
left the ship made fast to a cake of ice the
weather thick and much breeze from the N. Ship
under way started the search again

Remarks Thursday Aug 26th

Began with a fresh breeze from the N. E.
one thick at 3 PM came to anchor in 6 fathoms
at 4 PM a messenger brought us employed sailing at
6 PM got under way. Belonging to a boat from the N.
at 2 PM lowered our sheet a whale and for 4 hours
under a large cake of ice the lone Polar bear on
board got ready for a shot

Remarks Friday August 27th

Began with a fresh breeze from the N. E.
at 1 PM came to anchor in the Point Barrow
about 6 miles distant started the work and sailed
out the tongue at 3 PM when coming down thick
took the anchor and stood off to the N. B. being
a cake of ice. Part of the icebergs were
seen down in the fore back Blowing fast
to the N. E.

21 8136

B/R Zoroa of New Bedford Capt Wm Barnes
Remarks Saturday Aug 28th
This day begins with a fresh N.E. gale and
snow squalls ship under close Rea ~~to~~
to prevent Hauling up on different tacks
Middle and Latter Part much the same

Lat 71 34 Long 157 11

Remarks Sunday August 29th
Continues a fresh gale from the N.E.
and squalls the fore part shifts to the
S.W. and a calm in the middle and Latter Part blowing
fresh in squalls Reaches a B.W. at
Buffs & Port

Lat 71 21

Remarks Monday August 30th
Continues blowing fresh from N.E. and squalls
at intervals at 3 P.M. shifts the squalls on the
upper cranes ships on different tacks holding
middle and Latter Part much the same

Remarks Tuesday August 31st

Continues a fresh gale from the N.E. and
thick weather the ships on different tacks
holding in under close Rea to save Middle Part
from drenching at 11 A.M. carries away the Band on the
jibboom split a gain temporary made under
sail thick weather

Lat 66


Cruising in the Arctic Ocean Sept 1864

Remarks Wednesday Sept 1st 1864
This day began with a fresh breeze from ESE
and clear made all sail tight the
sea was calm bearing ESE 5 miles in
mid and then past light was from NNE

100 lbs

Remarks Thursday Sept 2nd
Continued light breeze from NNE at 3 PM
took the Boat ESE of AB cutting his 3 masts
up to the top of Refuge in the at 5 PM
shotored sail with motion at 7 PM lowered
the Boat and struck a whale and after the line
it fouled the Tearing our came on board
and fished a man. 11 PM struck one and
lost him the line fouled in the boat came
on board at 12 PM at 5 PM lowered 2 Boats
But did not see the Whale again the Eagle
& Hellen Snow got a whale

100 lbs the whale 5 miles off

 Remarks Friday Sept 3rd
Cruising with a light breeze from NNE 4 sails
in the middle of the Snow Storm at 5 PM
lowered and caught a Whale the Boat then
finished cutting at 11 PM

Remarks Sat Sept 4th
Continued moderate breeze from the NE
one snow finisher but they had taken up
Boat up the to the gate Her mast
and latter part thick fog and snow started
the Whales

Blk Aurora & Aberdeen, Capt M M Burns
Remarks Sund Sept 5th 1867

Continues thick ice at 8 A.M. clear
up and Point Barrow in sight 8 miles off
at 6 spoke the Hellen snow is anchor
and John Howland & Eagle Steamer. In
1st one came too at Refuge in 1st
with close Beaufort tapered in 1st lock
at 5 A.M. lower in a mile going quick
to the SW employed Boiling

No obs

Remarks Monday Sept 6th

Begins with a fresh breeze from the NE
steering SW the land in sight
at 11 P.M. passed the Sea Horse Island
at 8 P.M. came too anchor of Point Belcher
Snowing hard at 7 P.M. cooler down and
got under way steering to the SW

Remarks Tuesday Sept 7th

Begins with a moderate breeze from NW
a snow employed strong down in
the back 3 P.M. at 3 P.M. lower in
a mile did not see him a ton who lower
employed strong went in the Run to B
miles but thick snow storm to the NW
employed strong down in the after hatch
brought a cask of Bees

Remarks Wednesday Sept 8th

Begins with a light NW wind and a light
snow all day but begins to the NW at 6 P.M. but
snow storm at 5 A.M. lower and passed
a mile began cutting at 8 A.M. at 6 A.M.
sent 2 boats at 12 A.M. struck and
got one

No obs

Working in the Hills from Sept 1st to

Remarks Thursday Sept 9th

Continue moderate breeze from N.E. and Snow Drifts at 2 P.M. got the White to the ship and began cutting at 4 P.M. twice I got my boat at one at back of under short sail. Employed clearing up the back of the hill and latter part of day

Lat 70 53 - Long in Light 15 min

Remarks Friday Sept 10th

Began with a light N.E. wind one for small at 12 A.M. lowered for water stuck one and later from thin came on board and

got dinner and went off again at 5 P.M. I got stuck at one time saw them from the ship got them to the ship at 11 P.M. a gale on a wave got the ship and the tug at 11 P.M. and the Mack got stuck at 12 A.M. commenced cutting at 10 A.M. finished one and began on the other

No ob.

Remarks Sat Sept 11th

Began with a fresh breeze from N.E. and Snow at 4 P.M. finished cutting one small before the tug at 12 P.M. the Mack ship on shore at 12 P.M. started the work latter part of day

No ob.

Remarks Sun Sept 12th

Ship sea. Continue moderate breeze from the N.W. for ship on different logs at 6 P.M. lowered for water but could not reach him. Middle and latter part fresh breeze lowered for water without success

Lat 70 54

5th. *Remarks* Monday - Sept 14th 1869

This Day Begins with a fresh Breeze from N.E. Employed Stowing down in the After Hatch at Dark turned up the fore topsail ship on different hatches. Middle and Sails for the morning began shifting the fore and the Elizabeth shifted late

Tot 70 40

Remarks Tuesday Sept 14th

This Day continues strong Breeze from the N.E. at 1 P.M. took and I caught a Whale let him lay a long side and continued Baiting at 5 AM commenced cutting and twisting at Noon thick weather

Remarks Wednesday Sept 15th

Begins with a light N.E. breeze and fog spoke the Oriole by Whales Employed Stowing down in the fore hatch ship on different hatches. Middle and fore sails for the morning. Wind and Snow clearing N.E.

Remarks Thursday Sept 16th

continues moderate breeze from N.E. clearing to the N.E. Employed Baiting and Stowing in the fore hatch middle part light. At 11 AM was clear at 4 PM lower and caught a whale got him to the ship at 10 AM commenced cutting the ship is now up Bait

Sept 16

Remarks in the forenoon Sept 14th

Remarks Friday Sept 17th

Began with a strong breeze from the NW and
standing at 11 PM. Employed cutting Empla-
ces and small wales. Latter part chasing
Wales. Wind shifted to NE and light

A. O.

Remarks Sat Sept 18th
This day began with light air from the NW
and cloudy. Chasing small wales and light at
11 PM came on board and for the strong breeze
in the afternoon from the NE. Middle part
light air from the NE. Latter part chasing
Wales. Sat 10 50 Land on sight

Remarks Sunday Sept 19th
Began with a strong breeze from the NW
and employed sailing on the strong of Shocks
chasing small wales until about 11 PM. Latter
part strong breeze from the NE. NE. A. M.
large and caught a whale, commenced cutting
at 11 A. M.

A. O. the land in about 10 miles distant

Remarks Monday Sept 20th
Continued strong breeze from the NE. Employed
sailing and cutting. Sailed the small wales the
first this day. Middle and latter part much
the same. Employed sailing and chasing wales.

A. O.

Remarks Tuesday Sept 21st
Began with a strong Gale from NE and Hailing
Rain. Chased up the fore part of the day. Middle
and latter part strong breeze from the NE and light

Bl. Curran in port for Capt. M. in the name
Remarks Wednesday Sept 22nd
Began with a fresh gale at 11 AM. Working
light breeze, finished cutting at 6 PM. (Lard
the Port lowered for water with out success.
at 6 PM. Lane 10 miles out

Remarks Thursday Sept 23rd
Continued work from 6 AM. Employed
Hoping to bring down in the fore hatch
Spoke the Massachusetts 4 miles out. A Breeze 7 miles
all S. on wave 2 miles at base, then 2 miles
at 3 miles. Middle Port blowing heavy from
6 AM. Heavy S.W. latter Port moderate
the blowing from S.W. Employed working and lifting
up sheet

Remarks Friday Sept 24th
Began with a fresh Breeze from the S.W.
and rain lowered and caught a whale got him to the
ship at 2 PM. commenced cutting up. Breezing on
quick lost one luff & the throat, finished cutting
at 6 PM. the wind moderating. (Lard
middle and latter Port moderate about the Center
and Roastboxes forward and tore the Storage down
like it with Boon

Remarks Sat Sept 25th
Continued light Breeze from the S.W. and light
tore down the Potato Pen and Store oil in it
the ship in different tracks and chasing but with
no effect. (Lard
the ship in a twist 10 miles out. (Lard
2 boats in the water. (Lard
Breeze in 10 miles out

Living in the City since Sept 17

Remarks Sunday Sept 30th

Back of George Miller at 1 PM. Think we got
him to the Mill and then calling snakes to pull
the log at the Mill. It was hard for the men to pull but
light axes on the 40 mill. The calm to the
mill. Let go from the Eastern Employee
Hailing. Bought 75 lbs of soap of
the Elizabeth Swift.

11

The Horse below is Light

Remarks Monday Sept 27th

Begins with light Easter Wind
 and clear plenty of Water in light but
 going quiet in the AM. Chase untill
 mid the middle and latter Part calm one day.
 English sailing

Remarks Tuesday April 28th

begins with a light NW Wind, on fog
 laid down in the main. Back Port Sea
 between rocks up on the Wind to the Westward
 N 1/2 E and S 1/2 E Port to N 1/2 E Wind, and
 on South

M. C.

Remarks. The Magnetically Saff 21st
continued Leg. 1st of 6 and ag Ship working to
the S.W. with short sail and Eng. lay a Steady
with an E. by N. breeze & gave a Steady
in mid. part March the same other Part
Eng. lay a Steady Force in the main part
Blowing a fair S. by E. for 6th Steady

At Aurora at Newberry left March 10.

Revised History 1836

Captain ...
high ...
light ...
...
...
of ...

16

Regina Ke. B. 1891. Oct 1st

Being with a fork get one A & at
by the lake, to buy the mine on the
back make strong the main book
middle part strong strong rather part
the lining little

Nov 16

Remarks Sat Oct 2nd

begin with a fresh breeze from E & E
Hearing 15th gunner with the 1st
10 miles and the Haurings & Males. Small Part
Hearing 11th at 12th M. Double Reals
the 1st sails at 11 M. Lined by the Wind
on the 1st last clear up the 1st
last 1st Haur. with 1st 1st of
a little

Lat 6, 55 Long 170 30

Remarks, Sunday Oct 3

the day, with a light breeze from E.
and S.W. at 5 P.M. 11 crest Rains
for about 200 yards S. of S. 13. After Jones the
Boiling Drills are taken into Blowing Heavy
from the S.E. about 1000 in each
are made. H. Secure

from the Arctic Ocean toward the Standard
Remarks Monday Oct 4th
Continues blowing from the ESE & the
different loads rolling up under the
Muzzle and latter part much the same
the fore sail and one kept out at the top of

Remarks Tuesday Oct 5th
Continues blowing & aale from NE blowing set
the compass at 1000 hours to one shorted sail
downed from 2800 hours middle part blowing
to the fore sail at 6 AM kept of. SE made
all sail

Remarks Wednesday Oct 6th
this day begins with a new wave from
from the NE. Embrace strong down
the last of the year which makes 1500
this season middle part light air better
part calm
11 66

Remarks Thursday Oct 7th
Continues blowing from the NE light air from the
NE of the river. Weather 2000 hours
part of the time in a day & night
with lower sky. 11. 66

Oct 66

Remarks Friday Oct 8th
begins with a moderate breeze from the NE
at 6 AM kept to the east of the small
vicinity 3 miles out. blowing strong & it
middle part. Scattering for latter part
the water the land and run through broken
ice
Sat 6. 66
Sailed with the Concord on board of the loss
of the Eagle

St. Anthon of Kautschkap Min Barnes

Remarks Sat Oct 9th 1869

Left Bay of Islands 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21th 22th 23th 24th 25th 26th 27th 28th 29th 30th 31st

Lat 62 50

Remarks Sunday Oct 10th
Continued light 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21th 22th 23th 24th 25th 26th 27th 28th 29th 30th 31st

Lat 62 50

Remarks Monday Oct 11th
Continued light 12th 13th 14th 15th 16th 17th 18th 19th 20th 21th 22th 23th 24th 25th 26th 27th 28th 29th 30th 31st

Lat 62 50

Remarks Tuesday Oct 12th
Began with a gale from the NW &
and some storm. Last night the
first rain was heard. Light in the
middle part increasing and all sail
set. Last night some falling with

Lat 56 15 Long 174 00

Remarks Wednesday Oct 13th
Began with a gale from the NW &
and some storm. Last night the
first rain was heard. Light in the
middle part increasing and all sail
set. Last night some falling with

Lat 51 30 Long 174 00

in the Baring Sea Bounding South 1869

Remarks Thursday Oct 14th

Begins with a fresh Breeze from the South East
and strong the light breeze
on land at 11 PM close hauled
to port and fore to port the
shrouding the middle part moderating
latter part more ship and ship in two Boats of
the cranes and Brake one up for five more

Lat 54 31

Long 178 50

Remarks Friday Oct 15th

This Day Begins with a fresh Breeze from
the South cloudy made all sail Steady
S & by middle part fresh strongly with fair
about the light sails and Double Reefed
the topsails the wind veered to S.W. with squalls
and calm latter part much the same

Lat 52 54

Long 172 09

Remarks Sat Oct 16th

Begins with a light Breeze from the East
cloudy at 11 PM light breeze from 30 miles
South Steady at 9 PM tacked ship to S.W.
middle and latter part light in from the Eastward
steering S.W.

Lat 52 38

Long 171 20

Remarks Sunday Oct 17th

This Day light Easterly wind and clear
the weather the first of November 1869 at 10 PM
in the middle of the day Betancourt's Journal
steering S.W. middle and latter part light
from S.W. and calm at 11 PM

Lat 52 00

Long 171 10

Remarks Monday Oct 18th 1861
 Day begins with a light air from
 S.E. Ship on the Starboard tack heading
 to the Entrance at 10 AM the Island of
 Amoy is seen N 30 miles distant at 10 PM
 the ship is S.W. along on board
 heeled the topsail & the Raines weather
 better but much the same commenced
 scraping the Bone

N^o 16

Remarks Tuesday Oct 19th

this day continues fresh breeze from
 S.E. and thick weather made prudent
 sail heading to the S.W. mile but the
 wind veered to S.W. and S.E. during
 the day
 10 50 30

Remarks Wednesday Oct 20th
 Day begins with a light breeze from
 S.W. and a heavy sea. The ship
 made port much the same better part
 the wind veered to S.E. and Rain fell
 the light sails are double reefed the
 fore topsail

N^o 16

Remarks Thursday Oct 21st
 Begins with a calm and cloudy with
 a low barometer at 8 PM the wind
 veered to S.W. blowing a gale. The wind
 veered to S.W. heeled topsail hauled
 down at 9 AM the wind veered to S.W. and
 the wind veered to S.W. and the sky light in
 morning at 10 AM with Rain

Lat 16 30

Long 106 04

Remarks Friday Oct 18th
Continues fresh gale from South made
Breeze light middle part moderating latter
part calm employed sweeping line

Lat 46 30

Long 165 09

Remarks Sat Oct 19th
Begins with a moderate breeze from the NW
in clear heavy S.W. but sail drift
at 11 AM freshening then the light
breeze settles but blowing strong running
with a close haul main top sail and
fore sail ship making water

Remarks Sun Oct 20th
Light continuing blowing heavy from NW in
breeze the latter part
middle part moderating latter part made all sail
steering S.W. S

Lat 40 30

Long 160 15

Remarks Monday Oct 21st
Continues fresh breeze from NW and a heavy
sea made but moderating latter part the
wind moderates to a S.W. with rain squalls

No obs

Remarks Tuesday Oct 22nd
Begins with fresh gale from the S.W.
and heavy squalls at 1 PM rain sets in
and heavy the course made S.W. moderating
a little rainy squalls freshen S.W. S.W.
part made all sail steering S.W.
employed washing ship

Lat 30 30

Long 157 10

Remains clear Oct 27th 1869
This Day continues fresh Breeze from S.W.
with light air. Sail in light middle Part
again. Remains clear. Off Coast heavy fog
breaks and keeps the coast almost
clear.

Oct 28th 1869 Day 56.26

Remains clear Oct 28th
Light breeze from S.W. and Remains clear
with light air. Under short sail from
middle Part indicating made all sail
Clear Part Employed Wrapping Bore

Oct 29th 1869 Day 64.17.0

Remains clear Oct 29th
Light breeze from S.W. moderate Breeze from
S.W. with light air. Employed light middle
and sail. Part light. S.W. winds
Employed Wrapping Bore

Oct 29th 1869 Day 14.85

Remains clear Oct 30th
Continues light breeze from S.W. with light
air. Part light from the S.W. ship on the Harbor
back by the wind Employed Wrapping Bore all
night.

Oct 31st 1869 Day 15.24

Remains clear Sunday Oct 31st
Continues light breeze from the S.W.
and cloudy. Light by the wind in the harbor
and light. Part much the same.
The morning from 6 to 10

Oct 31st 1869 Day 14.24

Bermuda Monday Nov 1 1867
Continues light. The winds are from
SSE on the Starboard tack all day
light breeze. The crew continues to the
of the day. Employed washing down.

Lat 37 30 Long 150 37

Bermuda Tuesday Nov 2nd
This day light air from the SSW at 1 PM to be
off heading NNE. Finish washing down.

Lat 36 50 Long 151 8

Bermuda Wednesday Nov 3rd

Begin with a light air from the East
morning of but the breeze on the main
make an error. But slight air and calm
from off point of view of the Shropps
and the boat. Steamer back in
at about a main. Light.

Lat 36 6 Long 151 37

Bermuda Thursday Nov 4th
The light air from the SSW at 4 PM then
at the point of view.

Lat 36 12 Long 151 52

Bermuda Friday Nov 5th
This day light air from the SSW at 1 PM to be
off heading NNE. Finish washing down.

Lat 36 15 Long 151 50

Bermuda Saturday Nov 6th
The light air from the SSW at 1 PM to be
off heading NNE. Finish washing down.
all sail.

Lat 36 18 Long 152 37

1867.
Remarks Sunday Nov 7th
The day has been very much overcast & it
has rained all day. The wind is from the
west & the light breeze in the P.M. rain
has been very heavy. The tide is out
at 10 A.M. but in sight at 3 P.M.
The boat came on board in the morning
and came to anchor at 5 P.M. at the Reef
the boat is bound to the Cape. 36 hours
coming in the bay.

Remarks Monday Nov 8th
The day has been overcast with some
breezes from the west & the light breeze
at Monmouth in the bay.

Remarks Tuesday Nov 9th
There is a heavy rain and variable winds
being nothing at all this day, 9 P.M. to
be overcast & a light breeze.

Remarks Wednesday Nov 10th
Light air from various quarters & 4 P.M.
the wind has been at the head at 11 P.M.
came to anchor again the tide was light at
low water. The tide is 11 P.M. got under way
with a light breeze. The day is in
the morning but the tide is 11 P.M. North
of Hawaii.

Remarks Thursday Nov 11th
The day has been overcast with some
light breeze and the tide is 11 P.M. at
low water. The tide is 11 P.M. North
of Hawaii.

Remarks Tuesday Nov 12th
Left for port they from the W. I. boat
Holland that will take two of Lincoln's
at 1 AM came to anchor in Moore's Ship. So last
the day to commence a Harbor by Employe Purshing her.

Remarks Wednesday Nov 13th
The day from Shore. Employe Working
from with war with with 1000 ft
commenced to mill due 6 miles from

Remarks Thursday Nov 14th
The day from Shore. Weather in shore

Remarks Monday Nov 15th
The day from Shore. Employe agree to
the men most all on Shore from shore

Remarks Tuesday Nov 16th
The day from Shore. The same Employe
agree to 3 miles from

Remarks Wednesday Nov 17th
The day from Shore. Weather in shore
Employe Working from

Remarks Thursday Nov 18th
The day from Shore. Weather in shore
Employe Working from the same place
1000 ft Employe from shore
commenced to mill due 6 miles from

Remarks Friday Nov 19th
The day from Shore. Weather in shore
Employe Working from the same place
1000 ft Employe from shore
commenced to mill due 6 miles from

Remarks Nov 20th Saturday Nov 20th 1861
The day strong breeze and squalls employed
in lifting the stoves at 3 AM put the
masonry in a cutting fall to the bottom
and the tower at it to the all of the same
I have noticed from a distance of 10 miles
and 10 miles

Remarks Sunday Nov 21st
The day strong breeze from N.E. and squalls
the Indians wired for San Francisco

Nov 22nd Monday Nov 22nd
The day cloudy in the evening
in lifting the stoves received on a
and the from the same a distance

Remarks Tuesday Nov 23rd
The day foggy and the same as the day
the day the same as the day
or Pierce's brother released the 4 men out
of the the Prison

~~Remarks~~ Wednesday Nov 24th

The day the weather was employed
specially

Remarks Thursday Nov 25th
The day strong breeze employed
specially

Remarks Friday Nov 26th
The day much the same as the day
and many a long side of the masonry
began to break at the employed 6 men

Remarks Sat Nov 17th
This day pleasant weather Employed 11 men
at work on the ground 11 p.m. 23 cents
in the morning from the
Remarks Sunday Nov 18th
Continue strong breeze and rain & snow

Remarks Monday Nov 19th
This day pleasant weather Employed 11 men
at work on the ground 11 p.m. 23 cents
in the morning from the

Remarks Tuesday Nov 20th
This day light & sultry weather Employed
11 men at work on the ground 11 p.m. 23 cents
in the morning from the

Remarks Wednesday Nov 21st
This day pleasant weather Employed
11 men at work on the ground 11 p.m. 23 cents
in the morning from the

Remarks Thursday Dec 2nd 1861
This day fresh breeze and showery
weather at 3 p.m.
John Brown left from the Struggle
and brought his best

Remarks Friday Dec 3rd
This day pleasant weather Employed
11 men at work on the ground 11 p.m. 23 cents
in the morning from the

Sh. record Capt M. H. Barne

Remarks Sat Dec 4th
this Day Strong Gale and Rain Employed
Bending Sails

Remarks Sunday Dec 5th
this Day Strong Gale and Rain Employed

Remarks Monday Dec 6th
Continues Blowing a Gale and Heavy Squalls
with rain till 6 P M but 2 more sail out to
the old Scur

Remarks Tuesday Continues Blowing
a Gale with Rain Shows Emplage various
at times for a while to get to the ship

Remarks Wednesday Dec 7th
this Day much time given to the
Sails Employed various

Remarks Thursday Dec 8th
this Day Emplage trying to get a chance
to make ship at 5 P M started hauling
in the main and fore part making
up High Water Emplage 6 men

Remarks Sat Dec 10th
this Day Emplage Beaking out oil
casks 12 casks Emplage 8 men

in a 1. Hope in Harbor

Remarks Sat Dec 11 11

the day employing the boys cut it
in day the birds

Respectfully, Sunday Dec 12th

Remedy Sunday Dec 12th
first day and second main storm.

Amos M. May, Dec 13th

For a fresh Gale from N.E. Employed Seeking
 Sail the cargo on a Shore with out Permission
 Employed I was from there

Report Tuesday Dec 14th

his big, white, hairy, and red
brown back, and shifting it
up and down, as if he were
talking. I was in a cage for
some time, and then

Remark: *Medusa* cat. 19th

Remains of the old station
the big building being the same as
in the old black building of the same

Remains the 1st, 10 11

3. I employ Peabody and the wife and
one Shaffer and another 15 men on the
the coast and work fully a the piece on

Remarks Friday Dec 11th

but the ground for employment is

Re. Mr. S. J. Lee 1870

I am enclosing a 5th class ticket to enable the
transportation to the U.S. Conference on
the subject.

12th. 11th. lying in Honolulu

Kamakahi Sunday Dec 19th

In the morning the wind is S. by E. & the sea is

calm at 11 o'clock, S. by E.

" S. by E. the wind is blowing in

Kamakahi Tuesday Dec 21st

this day the wind is blowing in the

Kamakahi Wednesday Dec 22nd

the wind is blowing in the

the wind is blowing in the

Kamakahi Thursday Dec 23rd

the wind is blowing in the

Kamakahi Friday Dec 24th

the wind is blowing in the

Kamakahi Saturday Dec 25th

the wind is blowing in the

1794

Shannon Bound South & sperm whaling

Remarks Sunday Dec 26

Continued on course to the south
Hazy light breeze from the north
the Port fresh breeze strong

Lat 11 10 Long 153 30

Remarks Monday Dec 27

Continued on course to the south
Hazy light breeze from the north
the Port fresh breeze strong

Lat 11 55

Long 159 40

Remarks Tuesday Dec 28

Continued on course to the south
Hazy light breeze from the north
the Port fresh breeze strong

Lat 11 05

Long 161 30

Remarks Wednesday Dec 29th

Continued on course to the south
Hazy light breeze from the north
the Port fresh breeze strong

Lat 10 30

Long 163 10

Remarks Thursday Dec 30th

Continued on course to the south
Hazy light breeze from the north
the Port fresh breeze strong

Lat 10

Remarks Friday Dec 31st

Continued on course to the south
Hazy light breeze from the north
the Port fresh breeze strong

Lat 10 40

Long 164 15

R Aurora of New Bedford Capt Wm Barnes

Remarks Sat Jan 1st 1870

Ship from New Bedford with light wind some heavy
mist and latter part clear. Heaving at 11 AM Put
under way at the third anchor.

Lat 3 27 Long 164 45

Remarks Sunday Jan 2nd
Continued making good progress. Heavy fog at 11 AM
fog lifted but fresh breeze. Heaved the light
sails. Heaved at 11 AM

Lat 01 20 N Long 166 20

Remarks Monday Jan 3rd

Continued making good progress. Heavy fog at 11 AM
Heaved the light sails and latter part
much the same heading at 11

Lat 02 00 S Long 166 48

Remarks Tuesday Jan 4th

Continued making good progress. Heavy fog at 11 AM
Heaved the light sails and latter part
much the same heading at 11

Lat 01 08 S Long 167 15 W

Remarks Wednesday Jan 5th

Ship continued making good progress. Heavy fog at 11 AM
Heaved the light sails and latter part
much the same heading at 11

Lat 00 15 S Long 168 27

Crusing on the line for Sperm 10 98

6 miles Thurs. Jan 1st
Continued with crew from the S.C. on Hairy
H.P. under way, Sail Hoisting with
it with the same Hairy

10 98 Jan 10 94 8.11

Crusing on the line for Sperm 11 98
Continued with the same Hairy 11 98

11 98 Jan 17 24 9.11

Remarks Sat Jan 8th

Continued with crew from S.C.
Hairy 11 98 Sail Hoisting
with the same Hairy

11 98 Jan 17 5.52

Remarks Sunday Jan 9th

Continued with crew from S.C.
Hairy 11 98 Sail Hoisting
with the same Hairy

11 98 Jan 17 9.05 11

Remarks Mon Jan 10th

Continued with crew from S.C.
Hairy 11 98 Sail Hoisting
with the same Hairy

11 98 Jan 17 11 58

11th Aurora is situated on the 4th Mm bar
and is from Jan 11th

By the light of the Aurora stopping at 7.15
about 100 miles from the S. E. Cape
of the 4th Mm bar of Byers. The
light of our own ship is not seen, the
light of our own ship is not seen,

S. 13 S 176

Remarks Wednesday Jan 12th
Continued from 10 PM. Paper
Packed and sent at dark lighted
about 10 miles to the N. E. Cape

At 10 miles the M. L. P. is much
in the lower M. L. S. Stumpy sick
with the blaff and sup. Bent the ship at

S. 13 S 176

Remarks Thursday Jan 13th
Continued moderate breeze from S. E. Cape
S. 13 S 176 and little S. 13 S 176
the same strong M. L. S. all S. 13 S 176

S. 13 S 176 119. 30 E

Remarks Friday Jan 14th
Continued moderate breeze from S. E. Cape
S. 13 S 176 119. 30 miles north of
the M. L. P. is much in the lower M. L. S. Stumpy sick
of Pleasant Island, for the 13th

Pleasant Island

Remark Tuesday on the line 1870

Remark Jan 15th

Leaving of an on Pleasant Island at 5 PM
Left 11 AM with the light wind. Weather for 23 days
5000 coconut. 1 boatload of M. o. and low four
will be left. The Port of the
11 AM all day. Employed morning. Boat
Repairing sails. Carpenter & Lumpus sick of duty.

Lat 1.18 S

Long 164 16 E

Remark Sunday Jan 16th

Continues Pleasant weather and fair
Shining S.W. by W

Lat 3.30 S

Long 163 18 E

Remark Monday Jan 17th

Leaving of the line from N.E. Shining
S.W. all day. Employed repairing sails
left a new one from the Boat. The
S. of the line.

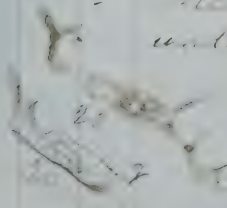
the new one is left.

Lat 13.02 S

Long 161 31 E

Remark Tuesday Jan 18th

The day Pleasant weather and wind N.E.
Shining N.W. by S. 5 PM low storm
under lower and caught 8.



How far in sight

On the 11th day, Jan 17th
 at 11 AM began cutting a line
 1/2 inch deep in the floor
 at 1 PM were 1/2 inch deep in the
 at 1 PM were 1/2 inch deep in the
 on top wall at 10 PM it. Blacker of 1/2
 commence to mine the Blacker and 1/2
 took 1/2 mine from various quarters

Nov. 6. The day is a little
 brighter with a high air temp. We are going
 off on a long trip at last it
 is 12 PM commenced sailing. The S. S. "C" is
 in various quarters. I am at the

6.00 / 159.10

Nov 1. Sunday Jan 21st
 hi L continued light rain in P.M.
 at 10 P.M. L. h. c. l. s. w. a. s. l.
 on light S.W. at 11 P.M. l. i. t. s. w. a. s. l.
 10th of April, 11. in P.M. l. i. t. s. w. a. s. l.
 11th of April, 11. in P.M. l. i. t. s. w. a. s. l.
 12th of April, 11. in P.M. l. i. t. s. w. a. s. l.

Feb 1 1892

permit S. V. Gun 22 m
in L, begin with a light in the
All deep on the 1st Oct. from 1000
S. V. M. Light S. V. Gun Island, N.

15 mil. S.W. at Salt Lake Spring 2 eggs seen
mostly 1 egg or less. I took Little
leaf in store & made the 1st with
a lard account.

Have I now

St. Aurora of New Bedford Capt M. M. Barnes

Jan 28 1871

At 10 AM began with a light air from
the NE. The sky was blue with a few
white clouds. The water was calm. The
thermometer was 47. The wind was light
from the NE. The ship was at anchor.

At 11 AM the wind was light from the
NE. The sky was blue with a few
white clouds. The water was calm. The
thermometer was 47. The wind was light
from the NE. The ship was at anchor.

Jan 29

Jan 29

At 10 AM the wind was light from the
NE. The sky was blue with a few
white clouds. The water was calm. The
thermometer was 47. The wind was light
from the NE. The ship was at anchor.

Jan 30

At 10 AM the wind was light from the
NE. The sky was blue with a few
white clouds. The water was calm. The
thermometer was 47. The wind was light
from the NE. The ship was at anchor.

At 10 AM the wind was light from the
NE. The sky was blue with a few
white clouds. The water was calm. The
thermometer was 47. The wind was light
from the NE. The ship was at anchor.

Jan 31

Cruising around the Solomon Islands

Remarks Monday Jan 31st 1875

Spent the day with a moderate breeze
All to 10 AM ship on the water on Port track
at 11 AM more ship on land 12 miles east
middle Port calm and rain till 12
light breeze from various quarters

of Bougainville

Remarks Tuesday Feb 1st

Spent the day with a moderate breeze
at 11 AM more ship on land 12 miles east
middle Port calm and rain till 12
light breeze from various quarters

of Bougainville

Remarks Wednesday Feb 2nd

Spent the day with a light breeze
at 11 AM more ship on land 12 miles east
middle Port calm and rain till 12
light breeze from various quarters

Remarks Thursday Feb 3rd

Spent the day with a light breeze
at 11 AM more ship on land 12 miles east
middle Port calm and rain till 12
light breeze from various quarters

of Cape Sardi

Remarks Friday Feb 4th

Spent the day with a light breeze
at 11 AM more ship on land 12 miles east
middle Port calm and rain till 12
light breeze from various quarters

of Cape Sardi

St. Aurora of New Bedford left Wm Bame
11 5 5

Departed with a light wind from ASW
and blew ship on S. East light marking
up to the Heads water and later Port light was
seen 10

Distance 10 miles S. E. 1

Remarks 11 1 1
Light seen from ASW at 11 PM
tacked ship to the S. E. Middle of the line
tack to the Port heading in a N. W. light at
a point on the right hand side of the line
S. E. 10 miles S. E. 1

Remarks 11 1 1
Light seen from ASW at 11 PM
tacked ship to the S. E. Middle of the line
tack to the Port heading in a N. W. light at
a point on the right hand side of the line
S. E. 10 miles S. E. 1

Upon the Island seen 11 1 1

Remarks 11 1 1
Light seen from ASW at 11 PM
tacked ship to the S. E. Middle of the line
tack to the Port heading in a N. W. light at
a point on the right hand side of the line
S. E. 10 miles S. E. 1

Distance 10 miles S. E. 1

Remarks 11 1 1
Light seen from ASW at 11 PM
tacked ship to the S. E. Middle of the line
tack to the Port heading in a N. W. light at
a point on the right hand side of the line
S. E. 10 miles S. E. 1

From Garret & Sons Jan 11 11
15 miles S. E. 1

Shamrock & New Bedford Capt Wm Warner

Sept 14th
Left New Bedford at 10 AM for
Boston. Arrived at 6 PM. Spent the evening
at the home of Mr. [unclear] [unclear] [unclear]

Sept 15th

Left Boston at 10 AM for
New Bedford. Arrived at 6 PM. Spent the evening
at the home of Mr. [unclear] [unclear] [unclear]

Sept 16th

Left New Bedford at 10 AM for
Boston. Arrived at 6 PM. Spent the evening
at the home of Mr. [unclear] [unclear] [unclear]

Sept 17th

Left Boston at 10 AM for
New Bedford. Arrived at 6 PM. Spent the evening
at the home of Mr. [unclear] [unclear] [unclear]

Sept 18th

Left New Bedford at 10 AM for
Boston. Arrived at 6 PM. Spent the evening
at the home of Mr. [unclear] [unclear] [unclear]

14 I was at Newport and Capt "W. M. Barnes"
arrived there Feb 23rd
His day before with a light breeze from the N.
thrusting with him the mist and rather fast
and cold.

March 1st Feb 24th
Began with a moderate breeze from the N.W.
ship heading to the Eastward along the coast
at 10 AM light breeze and at 1 PM Double Breasted
and then the breeze freshening to a S.W. 6 AM
the sun was clear and light breeze.

March 1st Feb 27th
Continued fair and wind from N.W. to N.
and very little fog or mist in the night
breeze freshened.

March 1st Feb 28th
Continued light breeze from the N.W. ship
the last line of the coast of N. York
the last line of the coast of N. York.

11 AM light breeze from the N.W. and
at 1 PM light breeze from the N.W.

March 1st
Feb 29th
Light breeze from the N.W. and
at 1 PM light breeze from the N.W.
at 1 PM light breeze from the N.W.

Cruising, Hollett and Goodlecomer

Monday March 2nd
Leaving New York, Breeze from off N. York
about 10 AM. Light breeze from N. by E.
Wind at 10 PM. Light breeze from N. by E.

Tuesday March 3rd
Left New York at 11 AM. Breeze from N. by E.
Light breeze from N. by E. at 10 PM.
Wind at 10 PM. Light breeze from N. by E.

Florida Island

Wednesday March 11th
Commenced with a light air from N. by E.
Light breeze from N. by E. at 10 PM.
Wind at 10 PM. Light breeze from N. by E.

South as Goodlecomer

Thursday March 12th

Light breeze from N. by E. at 10 PM.
Wind at 10 PM. Light breeze from N. by E.

Lat 10.2 S

Friday March 13th
Light breeze from N. by E. at 10 PM.
Wind at 10 PM. Light breeze from N. by E.

Lat 10.0 S East once (Christened)

184. *Agavea*, *Hubertus* Capt. *John* *Brown*, *1870*

1811 1812 1813 1814 1815

100 B. Wednesday March 7th

Thursday... March 10th...
The day was much like the same, but the wind was
very strong at 5 P.M. & the ship was the
M. H. the one before the other. It
made Port Henry. I shall write in

1841 Spring March 11th

from the Herman Islands

Reported by March 11th
In the morning at 11 AM
Lower on March 11th at 11 AM with light
air from NE. Had 6 men lunch for them up
in the ship. Got labor you then got them for
at 11 PM. Saw a way long palm above a line
the ship was at. The ship was at the
maborish

Remick Sunday March 13th
Continued at 11 AM. Howard Island

at 11 AM 10 miles from the Port
the ship was at. The ship was at the
latter Port moderate breeze from NE. at 11 AM
at 11 AM 10 miles from the Port

Remick Monday March 14th
Continued at 11 AM. Howard Island
at 11 AM 10 miles from the Port moderate breeze
from NE. at 11 AM 10 miles from the Port

at 11 AM 10 miles from the Port

Remick Tuesday March 15th

Continued at 11 AM. Howard Island
at 11 AM 10 miles from the Port moderate breeze
from NE. at 11 AM 10 miles from the Port

at 11 AM 10 miles from the Port

Remick Wednesday March 16th

Continued at 11 AM. Howard Island
at 11 AM 10 miles from the Port moderate breeze
from NE. at 11 AM 10 miles from the Port

1. *Surcouf*, *Leobardus* Capt. Wm. Surcouf

1898. P. 15. March 15th

June 1964

1.56

L. H. 11

September 1894

[illegible]

17. 11. 11

11. 11. 34

from Blamen Islands towards Tharant Island

Monday March 11th
 Light breeze from S.W. with a few clouds. Heavy
 rain and fog at night. The ship arrived at
 11th 1341

11 1341

Tuesday March 12th
 Continues to rain from 11th till 10th P.M. but
 the fog is very dense and the rain is heavy.

11 1341

Wednesday March 13th
 Light breeze from S.W. with a few clouds. Heavy
 rain and fog at night. The ship arrived at
 11th 1341. The rain is very heavy and the fog is
 very dense. The ship arrived at 11th 1341.

11 1341

Thursday March 14th
 Light breeze from S.W. with a few clouds. Heavy
 rain and fog at night. The ship arrived at
 11th 1341. The rain is very heavy and the fog is
 very dense. The ship arrived at 11th 1341.

11 1341

Friday March 15th
 Light breeze from S.W. with a few clouds. Heavy
 rain and fog at night. The ship arrived at
 11th 1341. The rain is very heavy and the fog is
 very dense. The ship arrived at 11th 1341.

4th Review of Antislavery, Capt Wm Barnes
 March 27th
 11th ... 11th ...
 The ... 55 Hogs ...
 ...
 ...
 ...

17th Long 115.45

March 27th
 ... Squall ...
 ...
 ...

11th 114.14

Monday March 28th
 ...
 ...
 ...

18th Long 112.18

Tuesday March 29th
 ...
 ...
 ...

Wednesday March 30th
 ...
 ...
 ...

em Thierst. blind. Hands. Johan 12.71

1031

12 April 1954

1000 - Saturday April 21

4722

15552

SR Award of Antelope Capt Wm Barnes
made May, 4

SR Award of Antelope Capt Wm Barnes
made May, 4

SR Award of Antelope Capt Wm Barnes
made May, 4

11 15 17 July 151.91

SR Award of Antelope Capt Wm Barnes
made May, 4

SR Award of Antelope Capt Wm Barnes
made May, 4

SR Award of Antelope Capt Wm Barnes
made May, 4

in Syon: April 1881

Sept. 7th

Robert Mendenhall

1891, April 12

7 AM P.M. M. E. the wine & P. H.
in baran
long an empty meeting

241150

July 146. 15

Charles H. Hunt April, 18th

No. 7. 1894

24th Tuesday April 14th 1891
and Friday April 17th
as they have been working on the
road and have been much in the
way of the Steaming N. 1st.

24th 146 13 13

25th Wednesday April 15th
I have been in the afternoon at a fair place
and have been in the middle of the road much of the day.

25th 145 34 145 34

26th Thursday April 16th
I have been in the afternoon at a fair place
and have been in the middle of the road much of the day.

26th 146 28 146 28

27th Friday April 17th
I have been in the afternoon at a fair place
and have been in the middle of the road much of the day.

27th 147 23 147 23

28th Saturday April 18th
I have been in the afternoon at a fair place
and have been in the middle of the road much of the day.

28th 146 34 146 34

29th Sunday April 19th
I have been in the afternoon at a fair place
and have been in the middle of the road much of the day.

29th 141 41 141 41

rem. by pan. towards the Arctic Ocean 11

March. Monday April 21st
The wind was from the West, but
the rain was from the East. The
temperature was 50° F. at 10 P.M.
1901 147.35

March. Tuesday April 22nd
The wind was from the West, but
the rain was from the East. The
temperature was 50° F. at 10 P.M.
1901 147.35

1901 147.35

March. Wednesday April 23rd
The wind was from the West, but
the rain was from the East. The
temperature was 50° F. at 10 P.M.
1901 147.35

March. Thursday April 24th
The wind was from the West, but
the rain was from the East. The
temperature was 50° F. at 10 P.M.
1901 147.35

Dr. Aaron of Scotland and Capt. W. W. James

Monday April 24th
Left for the coast of the Gulf of Mexico and the
North West Part of the same. Course S. 60° E
18° 34' 56" Long 131° 17'

Tuesday April 25th
Left for the coast of the Gulf of Mexico and the
North West Part of the same. Course S. 60° E
18° 34' 56" Long 131° 17'

Wednesday April 26th
Left for the coast of the Gulf of Mexico and the
North West Part of the same. Course S. 60° E
18° 34' 56" Long 131° 17'

Thursday April 27th
Left for the coast of the Gulf of Mexico and the
North West Part of the same. Course S. 60° E
18° 34' 56" Long 131° 17'

Friday April 28th

Saturday April 29th
Left for the coast of the Gulf of Mexico and the
North West Part of the same. Course S. 60° E
18° 34' 56" Long 131° 17'

53

March 1861

At Parson's Hotel at Capt. W. M. ...

May 2
... weather was ...
...
1112 ... 115 30

Wednesday May 3
...
...
1112 ... 115 30

Thursday May 4
...
...
1112 ... 116 37

Friday May 5
...
...
1112 ... 116 31

Saturday May 6
...
...
1112 ... 116 31

Sunday May 7
...
...
1112 ... 116 31

in Spring Sea May 1st

Went to Spring Sea May 1st
Calmer light at 10 AM. (Spring)
at 11 AM. in small boat
at 12 PM. in small boat

Went to Spring Sea May 1st
at 11 AM. in small boat
at 12 PM. in small boat
at 1 PM. in small boat

Went to Spring Sea May 1st
at 11 AM. in small boat
at 12 PM. in small boat
at 1 PM. in small boat
at 2 PM. in small boat
at 3 PM. in small boat
at 4 PM. in small boat
at 5 PM. in small boat
at 6 PM. in small boat
at 7 PM. in small boat
at 8 PM. in small boat
at 9 PM. in small boat
at 10 PM. in small boat
at 11 PM. in small boat
at 12 AM. in small boat

Went to Spring Sea May 1st
at 11 AM. in small boat
at 12 PM. in small boat
at 1 PM. in small boat
at 2 PM. in small boat
at 3 PM. in small boat
at 4 PM. in small boat
at 5 PM. in small boat
at 6 PM. in small boat
at 7 PM. in small boat
at 8 PM. in small boat
at 9 PM. in small boat
at 10 PM. in small boat
at 11 PM. in small boat
at 12 AM. in small boat

Went to Spring Sea May 1st
at 11 AM. in small boat
at 12 PM. in small boat
at 1 PM. in small boat
at 2 PM. in small boat
at 3 PM. in small boat
at 4 PM. in small boat
at 5 PM. in small boat
at 6 PM. in small boat
at 7 PM. in small boat
at 8 PM. in small boat
at 9 PM. in small boat
at 10 PM. in small boat
at 11 PM. in small boat
at 12 AM. in small boat

Went to Spring Sea May 1st
at 11 AM. in small boat
at 12 PM. in small boat
at 1 PM. in small boat
at 2 PM. in small boat
at 3 PM. in small boat
at 4 PM. in small boat
at 5 PM. in small boat
at 6 PM. in small boat
at 7 PM. in small boat
at 8 PM. in small boat
at 9 PM. in small boat
at 10 PM. in small boat
at 11 PM. in small boat
at 12 AM. in small boat

6th June - Sunday at Cape Wm James

Remarks - Clear & bright

Temperature 60° from 10° to 20° - All day
Wind from the N. by E. at 10 to 20 miles
The ice was broken in the morning
and the ship went on.

Remarks - Clear & bright

Temperature 60° from 10° to 20° - All day

Wind from the N. by E. at 10 to 20 miles

The ice was broken in the morning

Remarks - Clear & bright

Temperature 60° from 10° to 20° - All day

Wind from the N. by E. at 10 to 20 miles
The ice was broken in the morning
and the ship went on.

Remarks - Clear & bright

Temperature 60° from 10° to 20° - All day

Wind from the N. by E. at 10 to 20 miles

The ice was broken in the morning

(111)

Remarks - Clear & bright

Temperature 60° from 10° to 20° - All day

Wind from the N. by E. at 10 to 20 miles

The ice was broken in the morning

and the ship went on.

Remarks - Clear & bright

Temperature 60° from 10° to 20° - All day

Wind from the N. by E. at 10 to 20 miles

The ice was broken in the morning

Leaving in the Yehung Sea May 17th

Friday May 18th
Sailed at 10 AM for the Yehung Sea. The weather was light
breeze the Yehung Sea. The weather was light
breeze the Yehung Sea.

Saturday May 19th
Sailed at 10 AM for the Yehung Sea. The weather was light
breeze the Yehung Sea. The weather was light
breeze the Yehung Sea.

17 11 40

Sunday May 20th
Sailed at 10 AM for the Yehung Sea. The weather was light
breeze the Yehung Sea. The weather was light
breeze the Yehung Sea.

Monday May 21st
Sailed at 10 AM for the Yehung Sea. The weather was light
breeze the Yehung Sea. The weather was light
breeze the Yehung Sea.

Tuesday May 22nd
Sailed at 10 AM for the Yehung Sea. The weather was light
breeze the Yehung Sea. The weather was light
breeze the Yehung Sea.

17 11 40 May 17, 18

16. Arrived at New York and Capt. Wm. Brown
Monday May 25
The ship arrived at New York at 10 o'clock
and the passengers were received by the
authorities at the Custom House.

17. Arrived at New York May 26th
Tuesday May 26th
The ship arrived at New York at 10 o'clock
and the passengers were received by the
authorities at the Custom House.

18. Arrived at New York May 27th
Wednesday May 27th
The ship arrived at New York at 10 o'clock
and the passengers were received by the
authorities at the Custom House.

19. Arrived at New York May 28th
Thursday May 28th
The ship arrived at New York at 10 o'clock
and the passengers were received by the
authorities at the Custom House.

20. Arrived at New York May 29th
Friday May 29th
The ship arrived at New York at 10 o'clock
and the passengers were received by the
authorities at the Custom House.

21. Arrived at New York May 30th

in the Ice in Bering Sea June 1st 1871

Remarks: Morning the S.W. wind
moderate breeze from the N.W. and S.W.
the ship was under way at 10 AM
and at 1 PM the ice was sighted

Remarks: The ice was sighted at 1 PM
and at 2 PM the ship was under way
at 3 PM the ice was sighted again

at 4 PM

Wednesday June 1st 1871

Remarks: Moderate breeze from the N.W.
and S.W. the ship was under way
at 10 AM and at 1 PM the ice was sighted

Remarks: Sunday June 2nd
Light was from the S.W. and lay marking
the ice through the broken ice made on Saturday
at 11 AM the ship was under way
at 1 PM the ice was sighted again

Monday June 3rd

Remarks: Pleasant weather and light breeze
from the S.W. the ship was under way
at 10 AM and at 1 PM the ice was sighted

Remarks: The ship was under way
at 10 AM and at 1 PM the ice was sighted
at 2 PM the ship was under way

16 Anna & New Bedford Capt Wm Brown High.

Went to New York 2nd
last night. Stayed in the Hotel
and left for New York in the
morning.

Home all night.

Went to New York 4th
last night. Stayed in the Hotel
and left for New York in the
morning.

Went to New York 6th
last night. Stayed in the Hotel
and left for New York in the
morning.

Went to New York 8th
last night. Stayed in the Hotel
and left for New York in the
morning.

Home all night.

Went to New York 10th
last night. Stayed in the Hotel
and left for New York in the
morning.

Went to New York 12th
last night. Stayed in the Hotel
and left for New York in the
morning.

in the Spring Sea on 1st June 18

March 1st June 11th

... ..
... ..
... ..
... ..

March 1st June 12th

... ..
... ..
... ..

March 1st June 13th

... ..
... ..
... ..

March 1st June 14th

... ..
... ..
... ..

March 1st June 15th

... ..
... ..
... ..

March 1st June 16th

... ..
... ..
... ..

18th August - 1841

Received of Mr. J. H. ...
the sum of ...
for ...

Received of Mr. J. H. ...
the sum of ...
for ...

Received of Mr. J. H. ...
the sum of ...
for ...

6 47 1 9

Received of Mr. J. H. ...
the sum of ...
for ...

Received of Mr. J. H. ...
the sum of ...
for ...

Expedition Cruising in the Arctic Ocean June 10

Monday June 22nd

Went out to sea in the morning and made a good haul
of fish and other things. The weather was very good
and the wind was light.

Went out to sea in the afternoon and made a good haul

Tuesday June 23rd

Went out to sea in the morning and made a good haul
of fish and other things. The weather was very good
and the wind was light.

Went out to sea in the afternoon and made a good haul

Wednesday June 24th

Thursday June 25th

Went out to sea in the morning and made a good haul
of fish and other things. The weather was very good
and the wind was light.

Friday June 26th

Went out to sea in the morning and made a good haul
of fish and other things. The weather was very good
and the wind was light.

Saturday June 27th

Went out to sea in the morning and made a good haul
of fish and other things. The weather was very good
and the wind was light.

Sunday June 28th

Went out to sea in the morning and made a good haul
of fish and other things. The weather was very good
and the wind was light.

Monday June 29th

161 Aurora off New Bedford July 14 1880

Remarks Sunday July 12

Light rain in morning
to 4:30 p.m. heavy rain
at night all over the ship
178

Remarks Monday July 13

Light rain in morning
to 4:30 p.m. heavy rain
at night all over the ship
179

179

Remarks Tuesday July 14

Light rain in morning
to 4:30 p.m. heavy rain
at night all over the ship
180

Remarks Wednesday July 15

Light rain in morning
to 4:30 p.m. heavy rain
at night all over the ship
181

181

Remarks Thursday July 16

Begins with a fresh breeze
with rain & fog but much
light

Remarks Friday July 17

Light breeze begins with a light air, in
the forenoon game with the Concordia
at anchor in sight of winds 24 knots
in sight

A. H. Moore & Co. New Bedford Sept 24th 1880

Dear Sir

I have

the honor to acknowledge the receipt of your letter of the 21st inst. in relation to the purchase of a quantity of goods for the use of the U. S. Fish Commission.

I am sorry to hear that you are

unable to purchase the goods you desire at the price you offered. I am sorry to hear that you are unable to purchase the goods you desire at the price you offered.

I am sorry to hear that you are

unable to purchase the goods you desire at the price you offered. I am sorry to hear that you are unable to purchase the goods you desire at the price you offered.

I am sorry to hear that you are

unable to purchase the goods you desire at the price you offered. I am sorry to hear that you are unable to purchase the goods you desire at the price you offered.

I am sorry to hear that you are

unable to purchase the goods you desire at the price you offered. I am sorry to hear that you are unable to purchase the goods you desire at the price you offered.

I am sorry to hear that you are

unable to purchase the goods you desire at the price you offered. I am sorry to hear that you are unable to purchase the goods you desire at the price you offered.

Master Cruising in the Arctic Ocean July 10

Monday July 10th

10 calm and thick fog in evening
The snow of land was seen in
the distance about 10 miles from
us at night 11 miles

15 17.47

Monday July 11th

moderate breeze from the S.E.
at 10 miles 11 miles 12 miles
in latter part calm. Employed 12

Monday July 12th

by 15th

moderate breeze from the S.E. 11 miles
at 10 miles 11 miles 12 miles
in latter part calm. Employed 12

top. Sergei Henry S.S. 11 13 miles 15

Monday July 13th

calm. Employed walking long 15

15 miles later start moderate breeze from the S.E.
the snow that still was to the

Monday July 14th
moderate breeze from the S.E. 11 miles
at 10 miles 11 miles 12 miles
in latter part calm. Employed 12

116 Aurora & New York & N. H. Maine

Remains Thursday July 21st
Lying in bed - very much better
and feeling better - but still weak

Friday July 22nd
Lying in bed - feeling better
and able to get up - but still weak
and feeling better - but still weak

Saturday July 23rd
Lying in bed - feeling better
and able to get up - but still weak
and feeling better - but still weak

Sunday July 24th
Lying in bed - feeling better
and able to get up - but still weak
and feeling better - but still weak

Monday July 25th
Lying in bed - feeling better
and able to get up - but still weak
and feeling better - but still weak

Tuesday July 26th
Lying in bed - feeling better
and able to get up - but still weak
and feeling better - but still weak

Early Evening in the Arctic

July 21

Remarks: Fine July 21st
Sailed with a light air. Saw a few
birds. A few of the birds were
seen. A few of the birds were
seen. A few of the birds were

Remarks: Fine July 22nd
Continued to sail. A few of the birds were
seen. A few of the birds were
seen. A few of the birds were

Remarks: Fine July 23rd
Sailed with a light southerly wind and
fair weather. A few of the birds were
seen. A few of the birds were

Remarks: Fine July 24th
Continued to sail. A few of the birds were
seen. A few of the birds were
seen. A few of the birds were

Remarks: Fine August 1st
Continued to sail. A few of the birds were
seen. A few of the birds were
seen. A few of the birds were

remains "M. Gray" July 1892

11 32

King George, 18

Continuing in the Arctic Ocean Aug 1st

Monday August 1st 1881
Left the ice at 10 AM and went to the south
The ice was very thin and we went on for some
miles before we found a more solid mass of ice
at 10 PM

Tuesday August 2nd
Left the ice at 10 AM and went to the south
The ice was very thin and we went on for some
miles before we found a more solid mass of ice
at 10 PM

Wednesday August 3rd
Left the ice at 10 AM and went to the south
The ice was very thin and we went on for some
miles before we found a more solid mass of ice
at 10 PM

Thursday August 4th
Left the ice at 10 AM and went to the south
The ice was very thin and we went on for some
miles before we found a more solid mass of ice
at 10 PM

Friday August 5th
Left the ice at 10 AM and went to the south
The ice was very thin and we went on for some
miles before we found a more solid mass of ice
at 10 PM

19 Bureau of Meteorological Service

August 11, 1911

Dear Sir,
I have the honor to acknowledge the receipt of your letter of the 10th inst. in relation to the matter of the ...

August 12, 1911

I have the honor to acknowledge the receipt of your letter of the 11th inst. in relation to the matter of the ...

10 30

August 13, 1911

I have the honor to acknowledge the receipt of your letter of the 12th inst. in relation to the matter of the ...

August 14, 1911

I have the honor to acknowledge the receipt of your letter of the 13th inst. in relation to the matter of the ...

| | | | |
|-----------|-------|----------|----|
| Amount | Two | Thousand | 11 |
| Continued | Three | Thousand | 11 |
| Charged | Five | Thousand | 11 |
| to Oct 1 | 10 | Thousand | 11 |

Cruising in the Arctic Ocean 5110

Monday August 17th 1890
Left the ship at 10 AM for the
off the coast of Alaska.

At 11 AM the ship was
seen by the coast.

At 12 PM the ship was
seen by the coast.

At 1 PM the ship was
seen by the coast.

At 2 PM the ship was
seen by the coast.

St. Lawrence - Montreal and Lake St. Lawrence

Monday May 22nd 1876

Left Quebec on the N. C.
St. Lawrence, in the morning for
Montreal. The ship was
about 1000 tons, at 4 P.M. got
anchored and anchored by the
light and after 4 hours
at 3 A.M. took the
ship to the light and
at 4 A.M. took the
ship to the light and

Montreal, June 1st

Monday May 22nd

Left Quebec on the N. C.
St. Lawrence, in the morning for
Montreal. The ship was
about 1000 tons, at 4 P.M. got
anchored and anchored by the
light and after 4 hours
at 3 A.M. took the
ship to the light and
at 4 A.M. took the
ship to the light and

717

Monday May 22nd

Left Quebec on the N. C.
St. Lawrence, in the morning for
Montreal. The ship was
about 1000 tons, at 4 P.M. got
anchored and anchored by the
light and after 4 hours
at 3 A.M. took the
ship to the light and
at 4 A.M. took the
ship to the light and

Montreal, June 1st

May 22nd

Monday May 22nd

Left Quebec on the N. C.
St. Lawrence, in the morning for
Montreal. The ship was
about 1000 tons, at 4 P.M. got
anchored and anchored by the
light and after 4 hours
at 3 A.M. took the
ship to the light and
at 4 A.M. took the
ship to the light and

St. George & St. Andrew and St. Michael's

March 2nd 1870

At St. George's I saw a large number of seals
some of which were very young. They were all
very fat and some of them were very old.
I saw a skin of a seal about 10 ft long
and 1 ft wide. It was the same as the one
I saw at St. Michael's. It was on a stick
and was very fat. I saw several seals
at St. George's.

March 3rd 1870

I saw a large number of seals at St. George's
and at St. Andrew's. They were all very fat
and some of them were very old. I saw a skin
of a seal about 10 ft long and 1 ft wide.
It was the same as the one I saw at St. Michael's.

March 4th 1870

I saw a large number of seals at St. George's
and at St. Andrew's. They were all very fat
and some of them were very old. I saw a skin
of a seal about 10 ft long and 1 ft wide.
It was the same as the one I saw at St. Michael's.

March 5th 1870

I saw a large number of seals at St. George's
and at St. Andrew's. They were all very fat
and some of them were very old. I saw a skin
of a seal about 10 ft long and 1 ft wide.
It was the same as the one I saw at St. Michael's.

Cruising in the Arctic Ocean East of Port Barrow

Monday Sept 1st 1891
Left Port Barrow at 10 AM. The weather was clear and the wind light. We made good progress and at 4 PM. I went on deck to look for seals. At 5 PM. I saw a large seal and shot it. It was a male and weighed about 1000 lbs. We also saw several other seals but did not shoot any more.

Tuesday Sept 2nd
Left Port Barrow at 10 AM. The weather was clear and the wind light. We made good progress and at 4 PM. I went on deck to look for seals. At 5 PM. I saw a large seal and shot it. It was a male and weighed about 1000 lbs. We also saw several other seals but did not shoot any more.

Wednesday Sept 3rd
Left Port Barrow at 10 AM. The weather was clear and the wind light. We made good progress and at 4 PM. I went on deck to look for seals. At 5 PM. I saw a large seal and shot it. It was a male and weighed about 1000 lbs. We also saw several other seals but did not shoot any more.

Port Barrow 12 miles

Thursday Sept 4th
Left Port Barrow at 10 AM. The weather was clear and the wind light. We made good progress and at 4 PM. I went on deck to look for seals. At 5 PM. I saw a large seal and shot it. It was a male and weighed about 1000 lbs. We also saw several other seals but did not shoot any more.

St. aurea, Red end of N. river mouth.

Received Wednesday 27th 1811

Living in the Arctic September 13th

Remarks Sunday Sept 13th 1874

Began with a fresh gale from N. on the 12th 4 PM
At 11 AM the same and the black ice was coming
from N. 2 PM came the anchor and left Smith's bay
going into some straits and into the bay of the
great straits. Haze with rain at 11 AM
Time of the day 12

Remarks Monday Sept 14th

Began with a fresh gale from N. on the 13th
At 11 AM the same and the black ice was coming
from N. 2 PM came the anchor and left Smith's bay
going into some straits and into the bay of the
great straits. Haze with rain at 11 AM
Time of the day 12

Using sail on lightest last night
which is done to save fuel.

11th

Remarks Tuesday Sept 15th
Began with a fresh gale from N. on the 14th
At 11 AM the same and the black ice was coming
from N. 2 PM came the anchor and left Smith's bay
going into some straits and into the bay of the
great straits. Haze with rain at 11 AM
Time of the day 12

Remarks Wednesday Sept 14th

Began with a moderate breeze from N. on the 13th
At 11 AM the same and the black ice was coming
from N. 2 PM came the anchor and left Smith's bay
going into some straits and into the bay of the
great straits. Haze with rain at 11 AM
Time of the day 12

March 21 1862

June 24/27/70

The male and latter part much the same
we observe a strong current flowing to the
ice. After the winds are low 5 miles
dist at 1000 each ship is in position

1. *Notes on the collection in H. M. Kinn's Museum*

Remarks Thursday Sept 12th 1870
Begin with a flat day, some light rain during
morning. The British Steamer was in the harbor
and at 10 AM the water was shallow. The
ship was at anchor and the water was shallow.
At 11 AM the ship was at anchor and the water
was shallow. At 12 PM the ship was at anchor
and the water was shallow. At 1 PM the ship
was at anchor and the water was shallow.

Remarks Friday Sept 13th
Continued in the morning. The ship was at anchor
and the water was shallow. At 10 AM the ship
was at anchor and the water was shallow. At 11 AM
the ship was at anchor and the water was shallow.
At 12 PM the ship was at anchor and the water
was shallow. At 1 PM the ship was at anchor
and the water was shallow. At 2 PM the ship
was at anchor and the water was shallow.

Remarks Sat Sept 14th
Continued in the morning. The ship was at anchor
and the water was shallow. At 10 AM the ship
was at anchor and the water was shallow. At 11 AM
the ship was at anchor and the water was shallow.
At 12 PM the ship was at anchor and the water
was shallow. At 1 PM the ship was at anchor
and the water was shallow. At 2 PM the ship
was at anchor and the water was shallow.

Remarks Sunday Sept 15th
Continued in the morning. The ship was at anchor
and the water was shallow. At 10 AM the ship
was at anchor and the water was shallow. At 11 AM
the ship was at anchor and the water was shallow.
At 12 PM the ship was at anchor and the water
was shallow. At 1 PM the ship was at anchor
and the water was shallow. At 2 PM the ship
was at anchor and the water was shallow.

Cruising in the Arctic Ocean Sept 1878

Monday August 27th 1878

Left the coast of Alaska at 10 AM. The weather was clear and the sea was calm. We made good progress and by 4 PM were about 100 miles from the coast.

Tuesday August 28th

Began with a light breeze from the north. The ship was under full sail and made good progress. By 4 PM we were about 150 miles from the coast.

Wednesday August 29th

Wednesday August 29th The weather was clear and the sea was calm. We made good progress and by 4 PM were about 200 miles from the coast. At 10 PM we sighted a small island and by 11 PM were within 10 miles of it. We dropped anchor and went ashore. The island was small and rocky, with a few low bushes. We found some good water and a few small animals. We stayed on the island until 1 PM and then returned to the ship.

Thursday August 30th

Left the island at 10 AM. The weather was clear and the sea was calm. We made good progress and by 4 PM were about 250 miles from the coast. At 10 PM we sighted a small island and by 11 PM were within 10 miles of it. We dropped anchor and went ashore. The island was small and rocky, with a few low bushes. We found some good water and a few small animals. We stayed on the island until 1 PM and then returned to the ship.

Friday September 1st

127138

• 28 11 15 Long

June 10
 Continued
 The ship making 5 hours run
 from the South Island in sight we
 saw large flocks of albatrosses and many
 other birds flying about our sailing vessel.
 On July 1st we arrived at the Cape Horn

11-4

St. Helena off Weddell's Sea M. Barnes Master.

Summit Sunday Oct 14th 1874
Continued in S.W. winds and blowing small
but clearing the morning the first snow
falls on the ship at 4 PM the light
being in the air the ice in the bay
being in the air

Summit Sat Oct 15th
Continued in S.W. winds and blowing
the ice in the bay in the morning with a light
breeze and the ice in the bay
the ice in the bay in the morning with a light
breeze and the ice in the bay
the ice in the bay in the morning with a light
breeze and the ice in the bay

Summit Sunday Oct 16th
Continued in S.W. winds and blowing
the ice in the bay in the morning with a light
breeze and the ice in the bay
the ice in the bay in the morning with a light
breeze and the ice in the bay
the ice in the bay in the morning with a light
breeze and the ice in the bay

Oct 17th Sunday 1127

Summit Monday Oct 17th
Continued in S.W. winds and blowing
the ice in the bay in the morning with a light
breeze and the ice in the bay
the ice in the bay in the morning with a light
breeze and the ice in the bay
the ice in the bay in the morning with a light
breeze and the ice in the bay

Oct 18th Tuesday 1128

from the heliograph towards the Lough Linn
Remarks Tuesday Oct 15th
Up to 1000 feet All winds and clouds
up and down the river and the
Lough Linn Bore Staring the 1st time
during the tide

Lat 42.52

Remarks Wednesday Oct 16th
This day moderate breeze on NW to N
Current further the last of the tide down and
Lough Linn Staring the 1st time

Lat 42.54

Remarks Thursday Oct 17th

This day begins with a moderate breeze
on the middle part the wind veered
to the right and evening the
light sails and double reefed
the at 10 o'clock Staring the
Lough Linn

Lat 42.51

Remarks Friday Oct 18th

Begins with a moderate breeze

to 1000 feet and the wind veered
to the right and the Spanish sail
up and down the river and the
Lough Linn Staring the 1st time
the wind veered to the right
then back to the moderate breeze

Lat 42.54

1874

51 Anna C. Maryland 11th 1844

Remarks: Sat Oct 12th 1844
A fine day with a light breeze from the
S.W. and a few clouds in the evening. The
sun shone brightly all day. The
wind was light and the sea calm.

Remarks: Sun Oct 13th 1844
A fine day with a light breeze from the
S.W. and a few clouds in the evening. The
sun shone brightly all day. The
wind was light and the sea calm.

Remarks: Mon Oct 14th 1844
A fine day with a light breeze from the
S.W. and a few clouds in the evening. The
sun shone brightly all day. The
wind was light and the sea calm.

Remarks: Tues Oct 15th 1844
A fine day with a light breeze from the
S.W. and a few clouds in the evening. The
sun shone brightly all day. The
wind was light and the sea calm.

from the Pacific Ocean to the Sandwich Islands

Remarks Wednesday Oct 26th
begins with a light air from the SE and
the air at 11 AM was fresh by the sea breeze
the bar reading 30.1 at 11 AM
the ship is in the water, being lost

Lat 11° 41'

Long 162° 21'

Remarks Thursday Oct 27th
begins with a light air from the SE and a strong
breeze at 11 AM was fresh by the sea breeze
with a light air from the SE and a strong

Lat 11° 41'

Long 162° 45'

Remarks Friday Oct 28th
The day is fresh from the SE and
fresh breeze with fair weather
at 11 AM the light air is still
strong by the SE

Lat 11° 42'

Long 161° 47'

Remarks Sat Oct 29th

This day begins with fresh breeze from
SE and gradually at 8 AM the
light air is fresh by the sea breeze
(employ all hands working the ship)
the bar reading 30.1 at 11 AM

Lat 11° 25'

Long 161° 14'

St. Louis Field 11 Street 52 11

Monday Nov 4th 1871

Very much work is being done. Several
of the men are employed all the time. The
men are working on the bridge.

At 10 AM the Pilot
came out on the river. The Pilot
was out on the river. The Pilot
was out on the river.

At 11 AM the Pilot
was out on the river. The Pilot
was out on the river.

Nov 1st
The day was very warm and clear.

Monday Nov 1st
The day was very warm and clear.
The day was very warm and clear.
The day was very warm and clear.

Monday Nov 1st
The day was very warm and clear.
The day was very warm and clear.

Wednesday Nov 4th
The day was very warm and clear.
The day was very warm and clear.
The day was very warm and clear.

Monday, May 10
I went out with the
dog and the sheep, but did not
do anything, but saw

Monday, May 11th
I went out with the dog and the
sheep, but did not do anything

Monday, May 12th
I went out with the dog and the
sheep, but did not do anything
but saw some birds in the
field

Monday, May 13th
I went out with the dog and the
sheep, but did not do anything

Monday, May 14th
I went out with the dog and the
sheep, but did not do anything
but saw some birds in the
field

Monday, May 15th
I went out with the dog and the
sheep, but did not do anything
but saw some birds in the
field

Wednesday Nov 16th
Heavy Rain. Heavy shower of rain
falling on shore all day. Still on
shore.

Thursday Nov 17th
Clear & calm and Hot. Employed sending Spar
and finished painting

Friday Nov 18th
This day Rainy weather and Sulkily. Men
employed getting up stores and lashing on
strong water. Employed 3 men from shore.

Remarks Sat - Nov 19th
This day pleasant weather. The wind
from various quarters employed getting the
ship ready for sea. 8 men from shore
employed.

Remarks Sunday Nov 20th
This day calm and pleasant weather.
The ship all ready for sea.

Remarks Monday Nov 21st
This day calm and pleasant weather at 7 A.M.
The Harbor Master came on board and hauled
in ship on the train heading out. Ship all
ready for sea 3 men about without loss.

Tuesday Feb 22

1870

This day commenced with pleasant weather and a
healthy wind. Ship all ready for sea. Trying to find the
Three Sisters that were lost on the night of the 21st.
This day consisted of some in water to bring in the remains
To each land again

Youngs Bay and River in and Back Home

Jan 11 1866
 331. 342. 351
 351. 350. 348

Jan 21 1866
 243 153 251
 151 241 155
 342 348 240
 152 231 152
 241 232

May 25 1866 348

July 5 1866

31 220 37
 31 18 114
 313 153 236
 340 246 111
 340 231 152
 216

Sept 11 1866
 153 151 334
 215 155 343
 342

Nov 1866

345 228 238
 161 216 156
 115 210 349
 117 115 340
 201 325 217
 244 115 33
 346 257 172
 340 217 274
 236 343 346
 225 348 185
 175 345 155
 330 324 345
 240 311 374
 110 336 274
 318

Jan 25 1867
 342 322. 341
 341 239 235
 193 124 130
 230 270 239
 332 242 203
 202 343 140
 135 330 312
 87

Sept 14 1867
 282. 153. 352
 214 240 245
 Pinetown Sept 29
 220. 230. 248
 260. 288 198
 260. 240. 240
 54

May 1867
 211 341 241
 211 341 241

May 20 1867
 211. 112. 156
 212. 135. 184

Sept 22 1867

315 231 322
 265 272 332
 224 326 175

Oct 1 1867
 156 336 234

Nov 1867

378 312 320
 276 215 290
 286 238 292
 244 117 323
 135 339 323
 223 240 238
 166 233 172
 240 117 224
 337

Dec 1867

241 245 301
 111 112 125
 125 112 125
 200 112 125

Jan 1868

241 245 301
 111 112 125
 125 112 125
 200 112 125

Feb 1868

241 245 301
 111 112 125
 125 112 125
 200 112 125

Mar 1868

[illegible]

Bark and Timber Caper after Ships are

Dec 1 1865 1 cask Bread 176 galls

| | | | | |
|---------|------|--------------|-----------|-----|
| Dec 21 | " | " | " | 348 |
| Feb 9 | " | " | " | 336 |
| Apr 10 | " | " | " | 235 |
| " 21 | " | " | " | 241 |
| May 10 | " | " | " | 241 |
| June 14 | " | " | " | 231 |
| July 6 | " | " | " | 348 |
| Aug 14 | " | " | " | 241 |
| Sept 1 | 1866 | 1 cask Bread | 158 galls | |
| Oct 18 | " | " | " | 241 |
| Nov 18 | 1866 | " | " | 261 |
| Dec 6 | 1866 | 1 cask Bread | 158 galls | |
| Jan 21 | " | 1 cask Bread | 242 | |
| Feb 21 | " | " | 282 | |
| Mar 21 | " | " | 269 | |
| Apr 11 | " | " | 242 | |
| May 1 | " | " | 268 | |
| June 1 | " | " | 270 | |
| July 1 | " | " | 261 | |
| Aug 1 | " | " | 264 | |
| Sept 1 | " | " | 236 | |
| Oct 1 | " | " | 241 | |
| Nov 1 | " | " | 241 | |
| Dec 1 | " | " | 241 | |
| Jan 1 | " | " | 241 | |
| Feb 1 | " | " | 241 | |
| Mar 1 | " | " | 241 | |
| Apr 1 | " | " | 241 | |
| May 1 | " | " | 241 | |
| June 1 | " | " | 241 | |
| July 1 | " | " | 241 | |
| Aug 1 | " | " | 241 | |
| Sept 1 | " | " | 241 | |
| Oct 1 | " | " | 241 | |
| Nov 1 | " | " | 241 | |
| Dec 1 | " | " | 241 | |

Dec 1 1865 started 2 cask of Timber 644

| | | | | | |
|--------------|---|---|---|---|-------|
| March 6 1866 | " | " | " | " | 64 |
| June 24 | " | " | " | " | " |
| Oct 27 | " | " | " | " | 2 |
| Nov 27 | " | " | " | " | 6 1/2 |
| Dec 23 1866 | " | " | " | " | " |
| Jan 31 1867 | " | " | " | " | " |
| Feb 17 1867 | " | " | " | " | " |
| Mar 4 1868 | " | " | " | " | " |
| Apr 24 | " | " | " | " | 1 1/2 |
| Sept 23 | " | " | " | " | 6 |

Dec 10 1 cask of Timber 10 1/2

| | | |
|--------|------------------|--------|
| Dec 10 | 1 cask of Timber | 10 1/2 |
| Dec 11 | 1 cask of Timber | 10 1/2 |

Bark and Timber Caper

| | | |
|---------------|--------|---|
| March 11 1866 | 1 cask | |
| May 24 | " | |
| Oct 21 | " | |
| March 11 | 1867 | " |
| " 11 | " | " |
| April 11 | 1868 | " |
| May 11 | " | " |
| July 25 | " | " |

Molasses Caper

| | | |
|---------------|--------|--|
| March 11 1866 | 1 cask | |
| April 11 | " | |
| May 11 | " | |
| June 11 | " | |
| July 11 | " | |
| Aug 11 | " | |
| Sept 11 | " | |
| Oct 11 | " | |
| Nov 11 | " | |
| Dec 11 | " | |

Barometer & Thermometer

Aug 27 1868

| | | | | |
|------|---|---|---|---|
| 20.5 | | | | |
| 21.5 | | | | |
| 22.5 | | | | |
| 18.0 | " | " | " | " |
| 24.0 | " | " | " | " |
| 31.0 | " | " | " | " |
| 15.0 | " | " | " | " |
| 20.0 | " | " | " | " |
| 27.0 | " | " | " | " |
| 28.5 | " | " | " | " |
| 29.5 | " | " | " | " |
| 21.0 | " | " | " | " |
| 25.0 | " | " | " | " |
| 36.0 | " | " | " | " |
| 12.0 | " | " | " | " |
| 18.0 | " | " | " | " |
| 26.0 | " | " | " | " |
| 24.0 | " | " | " | " |
| 21.0 | " | " | " | " |
| 23.0 | " | " | " | " |
| 11.0 | " | " | " | " |
| 18.0 | " | " | " | " |
| 27.0 | " | " | " | " |
| 28.0 | " | " | " | " |
| 29.0 | " | " | " | " |
| 20.0 | " | " | " | " |
| 21.0 | " | " | " | " |
| 22.0 | " | " | " | " |
| 23.0 | " | " | " | " |
| 24.0 | " | " | " | " |
| 25.0 | " | " | " | " |
| 26.0 | " | " | " | " |
| 27.0 | " | " | " | " |
| 28.0 | " | " | " | " |
| 29.0 | " | " | " | " |
| 30.0 | " | " | " | " |
| 31.0 | " | " | " | " |
| 32.0 | " | " | " | " |
| 33.0 | " | " | " | " |
| 34.0 | " | " | " | " |
| 35.0 | " | " | " | " |
| 36.0 | " | " | " | " |
| 37.0 | " | " | " | " |
| 38.0 | " | " | " | " |
| 39.0 | " | " | " | " |
| 40.0 | " | " | " | " |
| 41.0 | " | " | " | " |
| 42.0 | " | " | " | " |
| 43.0 | " | " | " | " |
| 44.0 | " | " | " | " |
| 45.0 | " | " | " | " |
| 46.0 | " | " | " | " |
| 47.0 | " | " | " | " |
| 48.0 | " | " | " | " |
| 49.0 | " | " | " | " |
| 50.0 | " | " | " | " |

Sept 1868

| | | | | |
|-------|---|---|---|---|
| 14.0 | " | " | " | " |
| 20.0 | " | " | " | " |
| 25.0 | " | " | " | " |
| 31.0 | " | " | " | " |
| 36.0 | " | " | " | " |
| 42.0 | " | " | " | " |
| 48.0 | " | " | " | " |
| 54.0 | " | " | " | " |
| 60.0 | " | " | " | " |
| 66.0 | " | " | " | " |
| 72.0 | " | " | " | " |
| 78.0 | " | " | " | " |
| 84.0 | " | " | " | " |
| 90.0 | " | " | " | " |
| 96.0 | " | " | " | " |
| 102.0 | " | " | " | " |
| 108.0 | " | " | " | " |
| 114.0 | " | " | " | " |
| 120.0 | " | " | " | " |
| 126.0 | " | " | " | " |
| 132.0 | " | " | " | " |
| 138.0 | " | " | " | " |
| 144.0 | " | " | " | " |
| 150.0 | " | " | " | " |
| 156.0 | " | " | " | " |
| 162.0 | " | " | " | " |
| 168.0 | " | " | " | " |
| 174.0 | " | " | " | " |
| 180.0 | " | " | " | " |
| 186.0 | " | " | " | " |
| 192.0 | " | " | " | " |
| 198.0 | " | " | " | " |
| 204.0 | " | " | " | " |
| 210.0 | " | " | " | " |
| 216.0 | " | " | " | " |
| 222.0 | " | " | " | " |
| 228.0 | " | " | " | " |
| 234.0 | " | " | " | " |
| 240.0 | " | " | " | " |
| 246.0 | " | " | " | " |
| 252.0 | " | " | " | " |
| 258.0 | " | " | " | " |
| 264.0 | " | " | " | " |
| 270.0 | " | " | " | " |
| 276.0 | " | " | " | " |
| 282.0 | " | " | " | " |
| 288.0 | " | " | " | " |
| 294.0 | " | " | " | " |
| 300.0 | " | " | " | " |

Barometer

| | | | | |
|-------|---|---|---|---|
| 28.5 | " | " | " | " |
| 29.5 | " | " | " | " |
| 30.5 | " | " | " | " |
| 31.5 | " | " | " | " |
| 32.5 | " | " | " | " |
| 33.5 | " | " | " | " |
| 34.5 | " | " | " | " |
| 35.5 | " | " | " | " |
| 36.5 | " | " | " | " |
| 37.5 | " | " | " | " |
| 38.5 | " | " | " | " |
| 39.5 | " | " | " | " |
| 40.5 | " | " | " | " |
| 41.5 | " | " | " | " |
| 42.5 | " | " | " | " |
| 43.5 | " | " | " | " |
| 44.5 | " | " | " | " |
| 45.5 | " | " | " | " |
| 46.5 | " | " | " | " |
| 47.5 | " | " | " | " |
| 48.5 | " | " | " | " |
| 49.5 | " | " | " | " |
| 50.5 | " | " | " | " |
| 51.5 | " | " | " | " |
| 52.5 | " | " | " | " |
| 53.5 | " | " | " | " |
| 54.5 | " | " | " | " |
| 55.5 | " | " | " | " |
| 56.5 | " | " | " | " |
| 57.5 | " | " | " | " |
| 58.5 | " | " | " | " |
| 59.5 | " | " | " | " |
| 60.5 | " | " | " | " |
| 61.5 | " | " | " | " |
| 62.5 | " | " | " | " |
| 63.5 | " | " | " | " |
| 64.5 | " | " | " | " |
| 65.5 | " | " | " | " |
| 66.5 | " | " | " | " |
| 67.5 | " | " | " | " |
| 68.5 | " | " | " | " |
| 69.5 | " | " | " | " |
| 70.5 | " | " | " | " |
| 71.5 | " | " | " | " |
| 72.5 | " | " | " | " |
| 73.5 | " | " | " | " |
| 74.5 | " | " | " | " |
| 75.5 | " | " | " | " |
| 76.5 | " | " | " | " |
| 77.5 | " | " | " | " |
| 78.5 | " | " | " | " |
| 79.5 | " | " | " | " |
| 80.5 | " | " | " | " |
| 81.5 | " | " | " | " |
| 82.5 | " | " | " | " |
| 83.5 | " | " | " | " |
| 84.5 | " | " | " | " |
| 85.5 | " | " | " | " |
| 86.5 | " | " | " | " |
| 87.5 | " | " | " | " |
| 88.5 | " | " | " | " |
| 89.5 | " | " | " | " |
| 90.5 | " | " | " | " |
| 91.5 | " | " | " | " |
| 92.5 | " | " | " | " |
| 93.5 | " | " | " | " |
| 94.5 | " | " | " | " |
| 95.5 | " | " | " | " |
| 96.5 | " | " | " | " |
| 97.5 | " | " | " | " |
| 98.5 | " | " | " | " |
| 99.5 | " | " | " | " |
| 100.5 | " | " | " | " |

| Ref & Park | | | | Expended for Ship's Ease | | | |
|----------------------|-------------------|----------------------|---|--------------------------|------|----------------------|-----------|
| Oct 19 th | 168 th | | | Ref | Park | March 22 1871 | Ref. Park |
| Nov 1 st | " | June 4 th | " | " | " | 11 th | " |
| 12 th | " | 15 th | " | " | " | April 11 | " |
| 22 nd | " | 23 | " | " | " | 20 th | " |
| Dec 1 st | " | July 3 | " | " | " | 28 th | " |
| 9 th | " | 12 th | " | " | " | May 12 th | " |
| 17 th | " | 21 st | " | " | " | 13 th | " |
| 25 th | " | 29 | " | " | " | June 3 rd | " |
| Jan 5 1871 | " | Aug 6 | " | " | " | 13 th | " |
| 18 th | " | 18 | " | " | " | 23 rd | " |
| 21 st | " | 24 | " | " | " | July 3 rd | " |
| 30 th | " | Sept 4 | " | " | " | 13 th | " |
| Feb 7 | " | 48 th | " | " | " | 20 th | " |
| 18 th | " | 22 nd | " | " | " | 28 th | " |
| 27 | " | 30 th | " | " | " | Aug 1 st | " |
| March 8 | " | Oct 1 st | " | " | " | 14 th | " |
| 16 th | " | 15 th | " | " | " | 21 st | " |
| 24 | " | 23 rd | " | " | " | Sept 5 th | " |
| April 6 | " | Nov 1 st | " | " | " | 8 th | " |
| 14 th | " | 9 th | " | " | " | 15 th | " |
| 22 | " | 17 | " | " | " | 24 th | " |
| 30 | " | Dec 25 | " | " | " | | |
| May 8 | " | Feb 10 | " | " | " | | |
| 16 th | " | 4 th | " | " | " | | |
| 24 th | " | 17 | " | " | " | | |
| June 4 | " | 26 th | " | " | " | | |
| 12 | " | Feb 10 th | " | " | " | | |
| 20 th | " | 19 th | " | " | " | | |
| 27 th | " | March 10 | " | " | " | | |

Di 1/2

